

CYCLE NEWS

WEST

Volume XIV : Number 38 : September 28, 1977

75¢



Motocrossers munch Olympiad Springer stretches National lead

International 6-Days Trial — American effort staggers



Maico GS400 Test

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

All you Superbowl fans who can't wait to see if you're on TV, CBS will air the 1977 Superbowl of MX on October 1. Check local listings for the time.

U.S. Marine Corps found the value of the local MXer! In their Toys For Tots drive this year, they are sponsoring a Grand Prix race December 3 & 4. Half of the \$15 entry fee goes to the kids, the other half for the trophies. Check the Calendar.

Doug Richmond extends a hearty invite to the long haul riders who want to go on the 1977 Thanksgiving Ride from Ensenada, B.C. to San Jose, Costa Rica, by way of Belize, Guatamale, Honduras, and Nicaragua. There is zero charge to ride the 50-day trip, but you're responsible for your own expense and maintenance. Send s.a.s.e. to 583 Mira Vista Ave., Oakland, CA. 94610.

In the 250cc Trophee des Nations this year, our 4-man team grabbed fourth Sept. 11 at Markelo, Holland. Belgians took the title with Sweden and Great Britain pulling the American effort. Congratulations to Tony D, Kent Howerton, Gary Semics, and Steve Stackable. Husqvarna, Kawasaki, Maico, Suzuki and hundreds of American donors get credit for making the trip possible. Thanks.

We're getting screwed again. The study of Glen Canyon National Recreation Area (Arizona-Utah) ended up with an environment statement that will put almost half of the land into wilderness. Letters on the proposal will be accepted for 45 days, get on the Dept. of Interior's butts.

If you ride, or used to, in the Baker County, Oregon area, you may have been stopped by the closure of the area. Well now, due to the people who fought to get the land opened, you can resume your riding because the public is no longer held to the conditions of the amendment. The land is back to its prior use status. One point for us!

Los Angeles area bikers are finally going to get some good from their off-road registration fees when the Governor signs a bill to acquire Hungry Valley, 19,000 acres near Gorman, CA for a motorcycle playground. Road riders may benefit from having an overnight campground on the site, alongside the famed Ridge Route (Interstate 5) in the Tehachapi Mountains. M.O.R.E. of California gets credit for this.

With two round remaining, Vesterinen leads the Trials point standings. The top six: Vesterinen (87), Rathmell (82), Lampkin (82), Karlson (78), Coutard (63), Schreiber (46), and Shepard (46).

Suzuki's Tech Services Dept. manager T. Miyashita, sent a "serious letter" to the AMA appealing results of the San Antonio 125 National MX. Suzuki — as well as others — feel Yamaha Team Manager Kenny Clark's decision to have Bob Hannah slow down so Broc Glover could win, violated an AMA rule that says no one shall conspire to affect the outcome of a race. The rule is listed under "offenses" and there are no guidelines for protest or appeal. According to Suzuki's Jeff Burt, AMA Pro MX manager Mike DiPrete has promised a decision on the matter.

Ever notice how the environuts always show pictures of how dirt bikers did a bad deed to the desert in three pictures starting out well developed and then getting lighter and dimmer to make things look worse? Actually the photo sequence is reversed.

Environuts are after more land in Nevada and the government has recommended two more sections to the Wilderness Study. This is after re-inventory and reconsideration, and again, we lose. Colorado just got ripped too, the Fruita Paleontological Area has been closed to vehicles in Mesa County.

If you got any extra time on your hands the 27th of September, go to the Sycamore Canyon School auditorium in Santee, California. The proposed General Plan Amendment involving the Santee Off-Road Vehicle Regional Park is being discussed, and we could use the dirt.

A steerable sidecar wheel is being tried out by Rudi Kurth in European road racing. If it works, Kurth's passenger need do nothing but lie on the platform, sacrificing much of the visual appeal of the daisycutters.

National Highway Traffic Safety Administration is claiming that motorcycle deaths have risen 20% in nine states that have repealed their helmet laws. They wish.

Kel Caruthers ordered ten KR 250cc replicas for next year's racing. The order line forms right behind Papa, and that will keep Kenny's office busy.

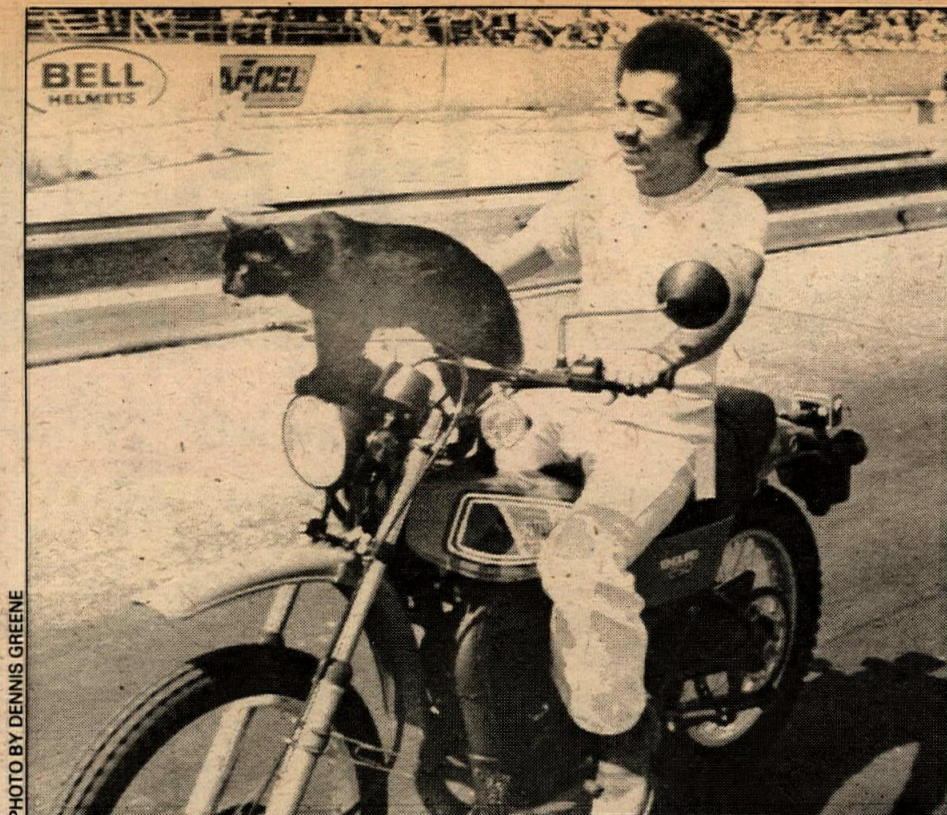


PHOTO BY DENNIS GREENE

"Mitten the Kitten," a motorcycle-riding cat, was part of the opening ceremonies at the Motorcycle Olympiad.

Billy "Sugar Bear" Grossi is apparently off Suzukis and on to Carabelas. Grossi rode a 250 and a 350 Mexican MXer at the Saltillo \$6,000 motocross September 4, winning the 250 class.

Jeff Smith said it at the Olympiad (after the road race): "It's bloody awful to be going as fast as one can and be passed by that little girl!" (Diane Cox.)

John Ararantos holds the U.S. patent on a hydraulic powered bicycle. I guess you could call it a motorcycle, for you can store hydraulic energy in an accumulator by pumping the pedals or handlebars, or going downhill. Then the rider releases the pressure through a valve to power the bike up the next hill. Interested investors, developers, etc. can reach John at 6114 Gardenia Ave., Long Beach, CA 90805 (213) 428-3184.

David Emde did not ride a Kawasaki in the Superbike Production race. Keith Code was scheduled to ride the Del Amo Suzuki GS750, when a death in the family forced him to fly back east. Emde rode the Suzuki in a last-minute arrangement.

On the following day, September 4, at the Mid-State Trail Riders' Lane Duck National Enduro, Penton rider Lenny Keen clipped High Point A winner Skip Olson by a single point — 10 to 11 — for High Point honors. Top B rider at the Rose City, Michigan event was Bill Catron.

Some people might not care how the hell we do it in California, but motocrossers Pat Snyder (Alaska), Rick Blackwell (Texas), Monte McCoy and Kippy Pierce (Florida) are out competing on the Southern California adobe, seeing how the hell we do it.

McDonnell Douglas engineers measured the noise of 140 models of 27 makes of bike from California to Georgia as part of a \$300,000 study for the Environmental Protection Agency. Their recommendations will result in federal noise limits on new motorcycles and accessory exhausts for both on and off-road bikes from mopeds to Maicos.

September 22 will mark the 10th anniversary of Lars Larsson's residence in the United States.

Ahhh, the rumors are filling the fall air. One, printed by Britain's *Motor Cycle*, has Graham Noyce on a Honda for next year's World Championship motocross series. He'll join American Brad Lackey, whose motorhome he recently bought, according to *Motor Cycle*.

Yamaha will market the world's fastest production motorcycle this fall. It will have four cylinders, shaft drive, and one of our editors was clocked at over 136 mph on it. It won't be 1,000cc either. Stay tuned....

Meanwhile, in the woods back in the USA, Terry Darrah put his Husky on top of the Atlanta M.C.'s Talladega, Alabama National enduro dropping only three points in the September 3 event. High Point A honors went to Steve Lindsey who tied Darrah at three points but lost out by 38 seconds over the two tiebreaker checks. High Point B rider was Gary Barr who let only four points slip away.

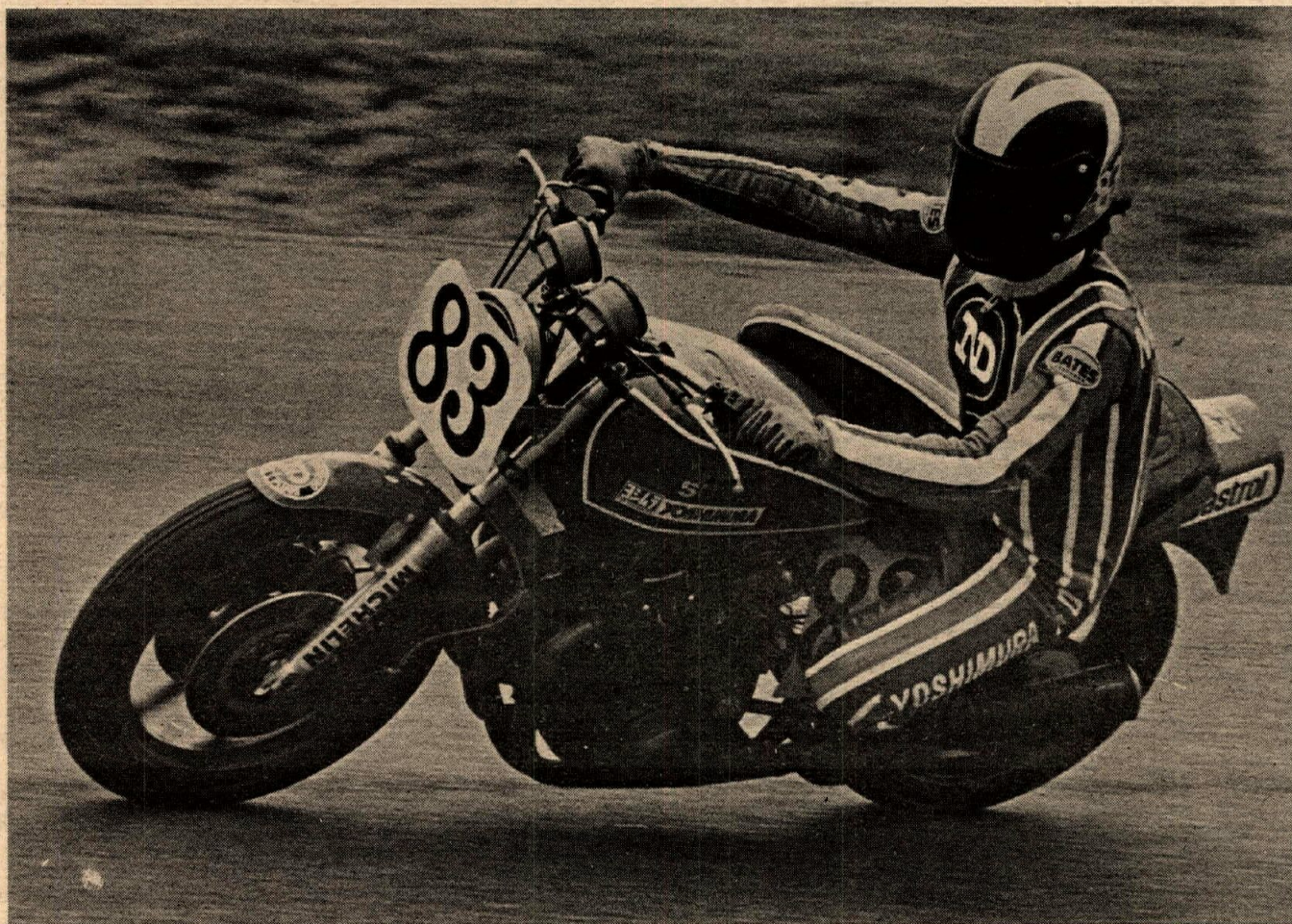
It was Tom Penton, not his brother Jack, who finished top American at the ISDT in Czechoslovakia. We screwed up the headline, but the bulletin had it right. Complete Czech coverage begins on page eight.

California's new Director of Parks and Recreation, Russell Cahill, 39, says he is interested in "getting people out of their vehicles and onto their feet." He plans "no big capital expenditures for (ORV recreation) in the future," citing the energy shortage as one reason. But give him time; he's new in the job.

The Gold Belt Line, famous for their kidney komforters, are now offering a Roger DeCoster Replica "python pouch." In other words, moto-x shorts.

The Desert Daisies will be holding an old-fashioned trophy presentation on September 23 at the American Legion Hall in Pomona, Calif. A live band, free beer and a bar will be provided as well as the goodies the "Lace Chase" winners won.

Steve McLaughlin wins Laguna Seca Superbike production class with Nippondenso plugs.



We thought he would.

Steve McLaughlin of Santa Ana powered his Yoshimura Suzuki GS 750 to a convincing win in the 20-lap Laguna Seca Race for Superbike production models.

Nippondenso



Nippondenso of Los Angeles, Inc.
857 East 230th Street Carson, California 90745

Steve says, "Yoshimura swears by ND plugs and uses them exclusively. I've found them to be super-dependable. I use 'em in my own bike." Use 'em in yours, too!

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ON THE FRONT PAGE: Scenes from the first Motorcycle Olympiad. Gaylon Mosier roadraces his Maico, Kent Howerton wins overall, Mike Bell passes Gary Jones for the TT win. Photos by Dale Brown and C. Clayton.

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VOICES OF THE WEST

A thousand thanks

I would like to congratulate Sue (Fish) on her win at this year's Women's Nationals. Also thanks to Bill, for all his support, along with Dennis, Eddie, Ray, my mom and dad and everyone else who helped me that I might not have mentioned. I couldn't have done it without all of you and Crown Cycle.

CAREY STEINER
Covina, CA

A personal opinion

I would like to voice my disapproval of the way Yamaha obtained the number one plate (125cc MX) for 1978.

As someone who has sponsored and tried to help the following riders; Marty Smith, Tommy Croft, Danny LaPorte, Davey Carlson, Mark Tyer, David Taylor, Mike Bell, Danny Turner and others, I feel it should be every man for himself and may the best rider win, not the team manager.

If we let this unsportsmanlike activity creep into motocross, then the sport is finished, as sponsors and spectators will no longer have any credibility with it.

KELVIN FRANKS
Irvine, CA

Who is killing the sport

Within the past few months it has become increasingly clear to me that off road racing, especially desert racing, is in great danger of becoming extinct. The culprit is not the B.L.M., Sierra Club, or Posey Pickers. It's the racers, who for one reason or another, have brought lawsuits against clubs and organizations sponsoring desert events.

Lawsuits have caused clubs to disperse, insurance to skyrocket, (making entry fees higher than some can afford), cut the availability for insurance in half, and cost one promoter his livelihood, a future for his children and his integrity, and one is now threatening another promoter.

Surely there is a place in our society for lawsuits. However, I don't

understand how a person can willfully enter a race, then consider the responsibility for his safety (or that of his family and friends) to be on someone else's shoulders. The majority, if not all, of the lawsuits now pending can be traced to the racer's or spectator's error in judgement or inability to control friends or family.

My request is this: if you are a racer, or are affiliated with racing, take responsibility for yourself and friends spectating. If you question your willingness to accept your fate, whether it be #1 or injury, then find another sport. Don't force those of us who are honest enough to recognize our jeopardy out of a beautiful and dangerous sport.

To those of you that are already feeding your lawyers. You have caused many to lose their livelihood, forced many out of racing due to high entry fees, and raised the cost of entertainment for those who will still pay. If we thought like you, we would sue you. Does that make any sense? I hope not.

MARJORIE REESER
Glendale, Calif.

Calling Bob Gill

I read Cycle News West all the time, or whenever my mom sends it to me (I'm in Korea) and I've read a couple of paragraphs where you mentioned Bob Gill in the Poop section. I was wondering how Bob was doing and if you could give me an address in order to write to him.

I met Bob at Rancho Los Amigos Rehabilitation Hospital back in '75. I've only seen him once since then and that was when he was at Escape Country promoting the hanglider-Bultaco which would jump 300 feet (but didn't that day).

WILLIAM D. HOPKINS
Biker in the Army

Bob will probably be real happy to hear from an old friend. The most recent address we came across is Box 20415, St. Petersburg, FL 33742...ed.

Please help me!

My son broke an ankle in a motocross. His dad's insurance paid for the medical treatment, but cancelled him from any future insurance coverage if he races.

I have called everywhere trying to obtain insurance coverage, to no avail.

If anyone knows where I may purchase insurance for motocross, please let me know.

J.B. ROSSI
P.O. Box AE
Crestline, CA 92325

MX Challenge praise

When we attend an outstanding event as represented by the recent Colt 45 sponsored Northwest Challenge of MX in the Portland, Oregon area, we feel compelled to tell the motorcycling community, and anyone else who will listen, about it. Officiating, track preparation, and all the little things that blend to make an excellent series were present. We hope to be able to return next year for another week of motocross challenge.

THE OVERLAND FAMILY
THE SNARR FAMILY
San Jose, CA

Letters work

Enclosed is Congressman Goldwater Jr.'s response to my inquiry concerning ORVs. Perhaps people don't know Barry's stance, feel that their letters are, or will, go unacknowledged or ignored. Perhaps this will offer some encouragement to those who feel "lost in the shuffle."

Note that the bottom line is continued letters to Jimmy and Cecil.

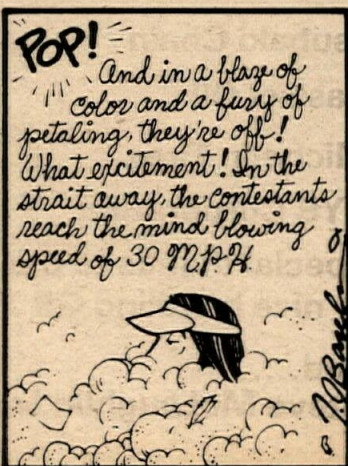
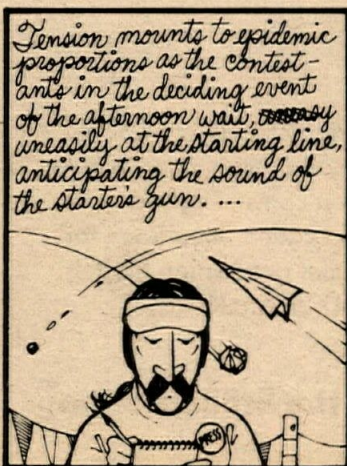
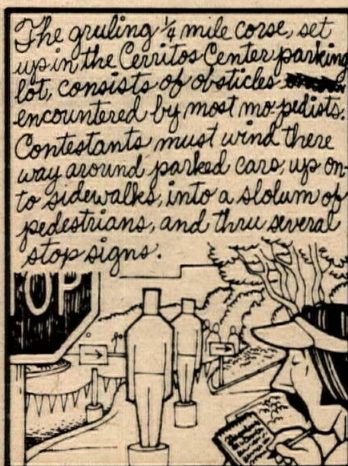
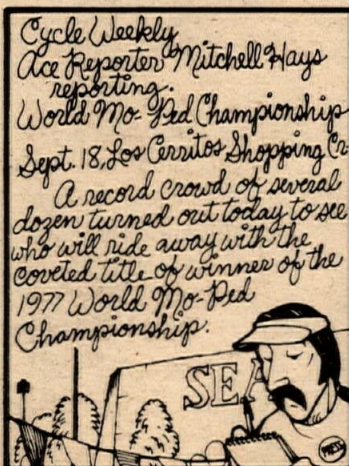
PHILIP GALDI
Canoga Park, CA

Dear Mr. Galdi:

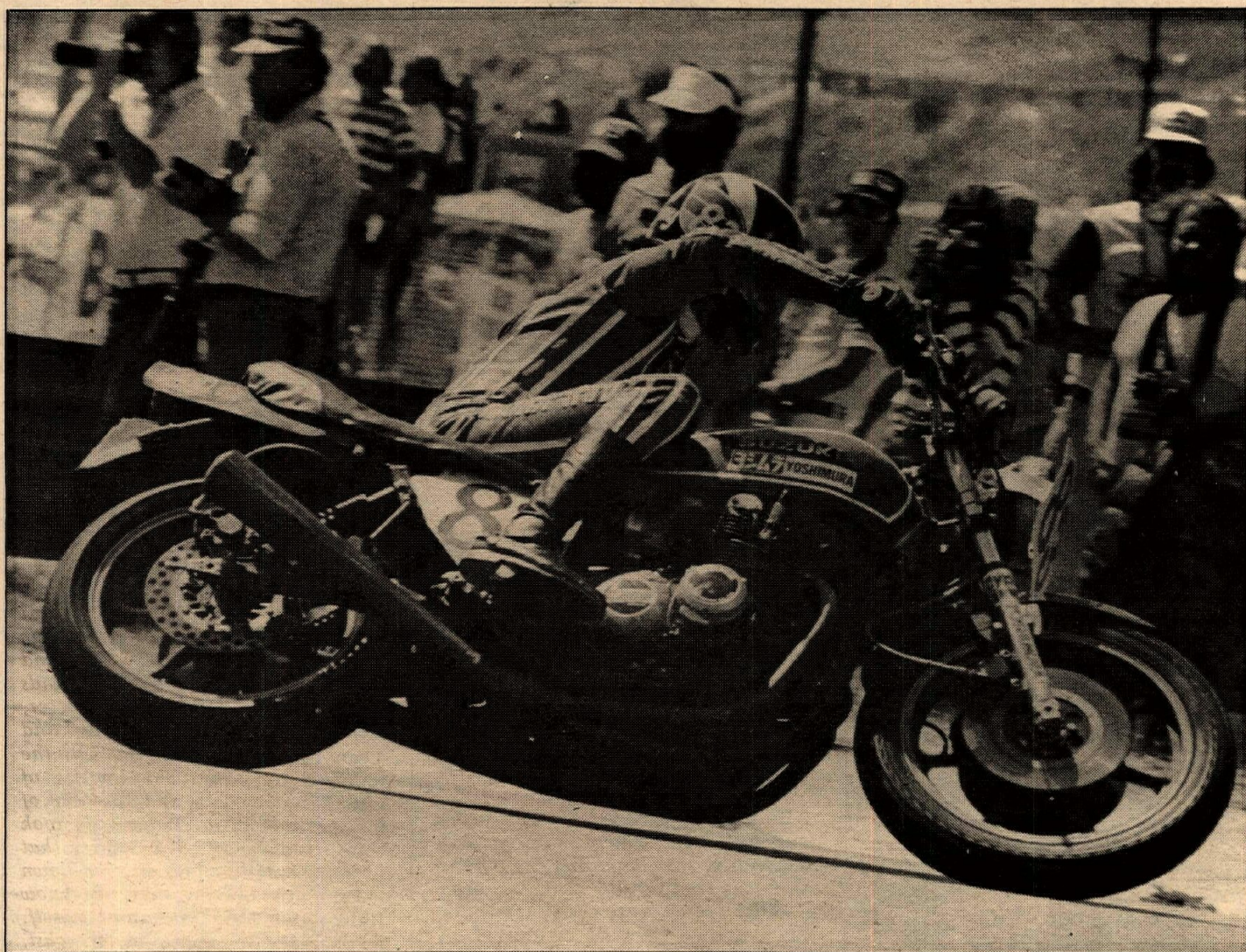
Several months ago, the President was prepared, as I understood it from many sources, to ban ORV's from all public lands, all the time, no exceptions, period. This was, ostensibly, to give the federal government time to examine all public lands for ORV damage. Then, and only then, would certain public lands be reopened for ORV use. However, word of this plan leaked out, and public outrage turned the tide with the President and the Department of Interior. A hasty re-examination of the President's plan apparently took place, because the "new" policy that was issued was a greatly watered-down version. You may or may not know that I am an ORV enthusiast myself, both a "dune buggyist," motorcyclist, and a bus-camper, so I have more than just a passing interest in this issue.

I would strongly suggest that you let the President, and the Secretary of the Interior know just how you feel. Public pressure will be the key in this, I am convinced.

BARRY M. GOLDWATER, JR.
Member of Congress



DOMINATES SUPERBIKE PRODUCTION CLASS AT LAGUNA SECA WORLD CHAMPIONSHIP ROAD RACE (First time National entry for a Yoshimura GS 750 Suzuki — 1st Place)



**1st — Steve McLaughlin
Yoshimura/GS 750 Suzuki**

**2nd — Cook Neilson
Ducati**

**3rd — Reg Pridmore
Racecrafter's/Yoshimura
equipped Kawasaki Z-1
(winner of
Pocono National)**

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nice handling GS 750 Suzuki**



**and.....
Steve McLaughlin for the brilliant riding**

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7801 Canoga Ave.
Canoga Park, CA 91304
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Czechs checkmate ISDT, weather decimates American efforts



Gold Medalists Tom Penton and Dick Burleson ply their trade in Czecho. Penton took top American honors with Burleson copping his Gold on Day Six.



By Gary Van Voorhis
Photos by Boyd Reynolds and Van Voorhis

POVAZKA BYSTRICA, CZECHOSLOVAKIA.. SEPT. 5-10

In direct contrast to last year's Austrian ISDT in which Americans earned 29 Gold, two Silver and two Bronze medals. The Czechoslovakian version of the "Olympics of motorcycling" left American riders scrapping to finish.

Lulled into a sense of security by four days of excellent weather and demanding but not killer trails, the American contingent and the majority of other entrants were not ready for the weather and trail conditions of Day Five.

In our case the 25 Gold, three Silver and four Bronze medals we held at the beginning of Day Five plummeted to one Gold, five Silver and five Bronze by the end of the day. Miserable cold and wet weather compounded by deteriorating trails led all to agree that these were the worst ISDT conditions they had ridden in.

The American contingent finished Day Six led by Tom Penton and Dick Burleson on Gold. Tallying Silver medals were Jack Penton, Gary Younkens, Rod Bush, Carl Cranke and Mike Rosso. Ted Leimbach led the Bronze medalists and took "rookie" honors followed by Kevin LaVoie, Mark Deyo, Bob Popiel and Billy Uhl. There were 25 retirements.

The Jawa mounted Czechoslovakian World Trophy and Silver Vase teams proved the masters of their home country and took both awards over their rivals, the East Germans. Those two teams were the only ones to finish the ISDT without a retirement.

The Czechs led the World Trophy

Team competition from the beginning followed by West Germany for the initial three days and East Germany for the final three. Behind them the competition shuffled around looking for some balance of order.

Prior to opening day both the Italian and West German entries had made FIM jury approved changes in their World Trophy Team riders replacing seasoned team veterans with club team riders.

On Day One the Italian replacement was observed receiving outside assistance and penalized 300 points for the rules infraction. This penalty was appealed by the Italian Jury member on Day Two with such vigor that the decision of the jury, as a whole, was then to exclude the rider. In retaliation, the entire Italian World Trophy Team withdrew at the start on Day Three. Although the withdrawal gesture was said to be unanimous, it was a known fact that some of the riders wished to continue as individuals.

The Penton USA mounted World Trophy Team of Tom and Jack Penton, Dane Leimbach, Frank Gallo, Gary Younkens and Kevin LaVoie bounced from fourth on Day One to fifth on Day Two and then down to seventh on Day Three after the loss of teamster Frank Gallo. Day Four provided no change in the standings

while on Day Five, even with the loss of teamster Dane Leimbach, we inched up to sixth overall and finally settled in at fourth on the final day.

The weather on Day Five took a heavy toll of the hopes of the competing World Trophy teams. The most telling examples were that of France and Belgium who started Day Five in fourth and fifth places, respectively. By the end of the day all six French riders had retired while the Belgians lost four of six. Holland, which had been third in the standings, lost three of their six riders.

The Silver Vase competition also narrowed down when Day Five rolled around. East Germany emerged from the rain and mud with an apparent decisive margin of some 1,700 points over the rival Czech team. However, for some unexplained reason that appears more than coincidental, the East Germans lost 1,740 route points on relatively easy Day Six while the Czechs lost none. The end result was that the Czechs took the Silver Vase competition also.

The loss of Larry Thompson from our Yamaha sponsored Silver Vase Team on Day One spelled woe for the U.S. effort which was saddled with 15,000 points per day for the loss of a rider. Chris Carter, John Fero and Mark Deyo rolled on with Carter and Fero going out on Day Five and Deyo taking a Bronze. We finished 10th of 15 entries.

In Manufacturers Team competition Cycle East, representing Husqvarna, topped the Penton A effort. The deciding factor here was the retirement of Frank Gallo on Day

Three while Tom and Jack Penton went on to Gold and Silver medals, respectively. Cycle East's winning team was led by Gold medalist Dick Burleson and Bronze medalist Bob Popiel with teamster Greg Davis retiring on Day Five.

The organization of the ISDT in Czechoslovakia, its eighth time hosting the event and the first time in Slovakia, left little to be desired. Two years of preparation, mainly by "volunteers," had virtually rebuilt what had originally been a quiet town in the foot hills of the Tatra Mountains into a showcase for western visitors that juxtaposed the old with the new.

The trails were exceptionally well marked, and every time and stamp check manned with more than enough personnel. Rider safety was also a high priority with the organizers as they had an ambulance with a doctor and medical personnel at every time check. There were health service people almost everywhere one turned along the trails plus all-terrain vehicles in remote areas and a helicopter equipped to evacuate injured from inaccessible places. In all, very impressive.

In fact everything to do with the Czech organization was impressive. However, one must note that the organizers literally had the entire resources of the country at their disposal and nothing less than 100% success in all phases would have satisfied those responsible. The example set by the Czechs will be hard, if not impossible, to follow by any western host.

American team manager Al Eames set the tone of what the riders should expect in a meeting prior to the start of the event. "The Czechs will play games with your head with short checks and tight sections," said Eames. "They want to bring the Six Days back to a test on the trail. They'll make you feel like you're late. You'll gas it and then you'll crash and then you'll hurt and then you'll slow and then you'll lose your Gold. That's exactly what they want. Remember, the whole ballgame doesn't mean a thing unless you finish that sixth day."

The fatigue of Day Five is written on Jack Penton's face. Jack slipped to Silver when a stretched chain caused him to lose time.



Kevin LaVoie shows the Czech spectators how to spew a muddy rooster tail as he crosses the bog on Day Two. The course featured little swampy terrain.

Rod Bush cleans the mud and grime of Day Five off with a little help from a friend. The impromptu shower arrangement had plenty of use.





Carl Cranke cranked it on despite injuries to his foot and shoulder.

Day One

At precisely 7:18 a.m. Bob Pierce kicked his bike to life and became the first American to head out onto the trail on the opening day of the 52nd ISDT. Dane Leimbach was the next American to head out, seven minutes after Pierce. Five minutes later Rick Munyon moved to the starting line and kicked and kicked—32 kicks and almost 45 seconds—before his Yamaha came to life. "My heart almost stopped and I said to myself 'damn, this can't be happening to me,' and then the engine started," Munyon would relate after the day was over.

One by one the Americans started and left on time. Then the stories came filtering back from the trail. Roy Cook, the youngest American rider on the team, had missed the first stamp check and had ridden through due to misreading the hand signals of a worker who had waved him through instead of in. Luckily the back up system caught his number.

Carl Cranke, the last American rider to start, found himself in a bind at the last check on the first loop when a traffic cop directed him straight instead of onto the trail to the check. Realizing his mistake after entering the Parc Ferme, Cranke backtracked (somewhat illegally) and somehow hit the check only three minutes late incurring 180 route marks and dropping him to Silver. The problem would go before the FIM jury, but Cranke would lose and retain his marks.

Things began to happen quickly after the beginning of the second loop as Silver Vase teamster Larry Thompson dislocated his knee and retired, crushing team hopes.

In quick succession Bob Pierce, our only rider in the 125cc class, took a nasty spill and dislocated his shoulder. At around the same time Bruce Kenny's Suzuki manufacturers team mount decided to spit up a ring and stop working. Kenny, using good ole American ingenuity, almost had it repaired, but circumstances and an English speaking farmer led him to disqualify himself.

By the end of the day stories of crashes and close calls were common. There were also stories of perseverance. One such one belonged to Jeff Hammond. Hammond, in his first ISDT after almost being on the team for the past two years, showed the dogged determination that makes an ISDT competitor.

Hammond had a flat tire on the trail and then found that his spare tube wouldn't hold air. In all, he lost 24 minutes which included a four mile ride on the flat before getting things

straightened out. He then set out to make up time and seized the engine, losing more time in letting it cool down. He was still smiling at the end of the day.

Jim Smith crashed hard enough to bend his handlebars so that they looked flat track style.

Our World Trophy team was going strong in fourth in the standings as all six riders zeroed the course, but picked up 231.06 classification points on the motocross special tests. Tom Penton sustained a bad bang on the knee and was limping but in good spirits.

Barry Higgins, by virtue of his special test times emerged as top American for Day One. The medal tally read 32 Gold, one Silver (Cranke), and one Bronze (Hammond).

Day Two

Dane Leimbach's problems began on Day Two as he failed to start in the required one minute and incurred 60 route points. The marks were the only ones of the day for Leimbach as he zeroed the rest of the route. The course was run on the "A" schedule.

The only retirement of the day came when Dave Hulse came up with the same apparent engine problems as teammate Bruce Kenny had incurred the day before. Hulse's engine expired just after a gas stop and time check.

Unfortunately he found himself with a trail marshal to help him back to the check to turn his time card in. It was a bitter disappointment. "Damn, I'm bummed," said Hulse. This is the third time I've been put out. I'm 33. Do I sacrifice another year to do it again or do I quit? I'm OK on the trails, but what bothers me are the special tests. I gave up motocross five years ago."

Don Cichocki, who almost didn't get to ride when he couldn't come up with his driver's license at registration, crashed hard on his left hand, bruising but not breaking it.

Barry Higgins kept his top American title for the second day in a row. Jack Penton commented that if every day were as uneventful as Day Two then he could go for four more.

Day Three

Heavy ground fog in the mountains greeted the riders on Day Three. The "A" time schedule was again in effect challenging the riders to go a little harder, a little faster than the previous two days.

Once again Dane Leimbach found himself in trouble when a well meaning support crew member waved him into a time check only to discover that he was five minutes early. That error in judgement cost Leimbach 300 route marks and dropped him to Silver.

The worst was yet to come though as World Trophy teamster Frank Gallo retired late in the second loop. Gallo's rear tire went flat and the spare tube he was carrying wouldn't hold air. Frank rolled along on the flat and finally secured a spare tube from a Belgian rider, but it was too late. He was five minutes out of his hour arriving at the final time check before the special test.

The Day Three/Four special test was a long, long sweeping motocross course that covered the top and both sides of a hill with plenty of off camber turns and very little room to rest. It was designed to wear out the riders and it did. Many crashed or stalled. Many did not have the stamina to give it all it deserved on the second time around.

The loss of Gallo dropped our World Trophy team to seventh overall with six teams still totally intact rider wise. We moved to 13th of 15 teams in the Silver Vase standings from our first day bottom of the pile.

Dick Burleson made his move to top

American in the final tally for Day Three with Barry Higgins, John Fero, Gary Younkens, Billy Uhl, and Jack Penton following. Tom Penton, three days away from his overall top American placing, was seventh.

Carl Cranke summed up Day Three. "The fun is over. Now it's like work."

The medal tally read 29 Gold, two Silver and one Bronze.

Day Four

By now the allotted work time before starting became of prime importance. But there seemed to be too much to do and no time to do it in. Priorities took over: Change the tires, check the chain, fix what needed to be fixed and hope that what you had done would be enough to get you through the day. For some, it wasn't.

Again it was the "A" schedule and by now riders were showing signs of the toll the competition of Six Days exacts from each competitor.

Light rain, ground fog and hazy conditions prevailed early on, but finally cleared up. The trail conditions in the mountain areas were slick, but as one rider put it "if you can see running water you better be in the middle of it because there won't be any mud."

Ted Worrell, the lone remaining rider from the Suzuki manufacturers team entry, struck trouble late in the day when a rock sheared off his right foot peg. He continued with a pair of vice grips for a peg and amazingly lost only three minutes for the day.

World Trophy teamsters Dane Leimbach and Kevin Lavoie struck trouble losing 14 and 26 minutes respectively on the trail. LaVoie's problem was a broken handlebar with which he somehow managed to make it to the finish.

Chain problems began to plague the Maico USA riders. Barry Higgins had his pop off six times losing him almost 40 minutes. Nate Pillsbury was even less lucky as he almost holed out. Billy Uhl and Lars Larsson were also victims.

Uhl was the guts story of the U.S. riders. He had ridden since the start of the ISDT with severely inflamed tendons in both hands. When off the bike he wore a brace on one hand and kept the other wrapped in ace bandage. Somehow Uhl managed to work the clutch, brake and throttle when, at dinner time, he could hardly hold a knife or fork. "It's like someone sticking a pin in your wrist," Uhl would comment. "The pain is hard to describe except that you're never without it. I was alright until a few weeks ago when I laced spokes into four wheels for the Motorcycle Olympiad competition September 17-18. All the twisting and finger work must have inflamed the tendons badly."

Czechoslovakia remained supreme in the World Trophy competition while the U.S. held seventh. Our Silver Vase team was 12th.

Of the 25 riders still on Gold, many were tenaciously holding on. Dick Burleson, Jack Penton, Billy Uhl, Gary Younkens and Tom Penton held the top five overall American positions. There were three Silver and four Bronze medalists making a total of 32 riders still going.

Day Five

It will be argued by many that the weather conditions on Day Five called for a change from "A" to "B" time schedule; even if only on the second loop.

All reports from the trail pre-riders had said that Day Five would be the hardest day of the ISDT. The psych job that the Czechs were doing was paying off dividends for them in terms of a slow, but steady attrition of riders. Day Five would be the clincher. The rain added to the misery.

20 of the 32 American riders that

started the day failed to finish. Of 233 starting riders, the tally was 99 finishers.

"We were totally unprepared for the weather on Day Five," said Al Eames later. "None of our riders had enough clothes on to be adequately protected, not even the seasoned experts. Instead of clearing up like it had on Day Four the weather proceeded to get worse and worse. The rain, the cold, the wind, the fatigue all began to take a toll."

Blank looks of disbelief, of "I'm a better rider than this. The trail can't defeat me," were common place at time checks and gas stops.

17 time/stamp checks greeted the riders on each of the two loops grinding them down and making it near impossible to set an adequate trail pace in the short sections.

The echoing reply to the question of trail conditions was always the same whether seasoned veteran or first year rookie: "It's bad, really bad." Stories of bottlenecks on the one rider wide trails, of having to wait (15 minutes in one case) to make your way around others on uphill sections, of favoritism of those riders helped in bad sections were heard.

Then the bad news. One hill on the special test that was only relatively bad on loop one was nearly impassible on loop two. Tales of heroics, of struggling riders like Barry Higgins came in.

Higgins, with chain problems the day before, had done all the maintenance time would allow, but had not been able to check the tightness of his spokes. Four times Barry tried to make the hill and four times he failed. On the fifth try he succeeded, but once on top a quick check revealed his rear wheel spokes almost totally gone. He was close to tears.

The story of bitter defeat on the hill was repeated many times, only the names were changed.

Dane Leimbach holed out after a crashing, almost blinde ride with fogged glasses. ("I've never, NEVER holed out of any event.") Rick Munyon saw his time slowly eaten away as did Don Cichocki after valiantly riding for three days with a painfully swollen hand.

Drew Smith saw the final minutes tick away as he neared the Parc Ferme nursing his bike after tranny problems left him with first, second and an occasional third gear. He impounded his bike and, surprisingly, received a Day Six time card. His tranny gave up the ghost shortly after the start the following day. A leg injury ended Jim Fogle's ride.

Jim Smith, Mike Deyo, Greg Davis and Frank Piasecki all saw their rides end on Day Five. Roy Cook lost his medal when electrical problems put him out. Ditto for Jeff Hill. Ted Worrell found it impossible to ride without a foot peg. Ron Bohn broke his shifter, but continued on until the tranny problem and a continually thrown chain cost him his hour grace.

Chris Carter and John Fero tried to keep the Silver Vase team chances alive, but each found that time had run out. Denny Reese got stuck halfway into loop one and that was it for him. Nate Pillsbury had more chain problems. Lars Larsson cleaned loop one and then last time when the chain kept popping off and he finally lost the magneto cover. The little problems put him out.

Jeff Hammond, having struggled back to Silver, saw it all go away on Day Five holed out at the final time check.

What had been a disaster for most was the shinning hour for Tom Penton. He was one of only 21 riders to zero the course and the only American left on Gold. Teeth chattering, lips a cold blue and hands moulded to the

grips by the cold, Tom could barely manage a smile in the Parc Ferme.

The survivors were frozen and fatigued. Dick Burleson wasn't even sure of how late he was when he reached the Parc Ferme. It turned out that he had lost 10 minutes because the anti-fogging solution he used on his glasses had worn off in one section. Dick was now two minutes and three seconds off Gold.

Jack Penton, Rod Bush, Gary Younkins, a quite and determined Mike Rosso and Carl Cranke finished the day on Silver. For Cranke that was no easy matter. He had badly bruised and wrenched his left foot/ankle early in loop one and was limping badly when the day was over.

Kevin LaVoie, Bob Popiel, Billy Uhl and Ted Leimbach finished the day on Bronze.

Billy Uhl typified the anything-to-finish spirit that prevailed on Day Five. Uhl's chain stretched more than his rear wheel adjustment would take up so Uhl pulled the wheel (on the side of a steep hill with riders continually going by) and took a link out of the chain. Not only that, but Uhl rode the day without benefit of a front brake which he lost early in the first loop.

Those who had time, changed tires, chains and did routine maintenance before impounding their bikes. Ted Leimbach went the whole route. "I'm in it to finish. This is insurance."

Jack Penton was a bit more to the point. "I'm gonna make it to the finish line one more time. I threw my chain at least 10 times today and that's top priority to fix tomorrow morning."

Day Six

Finishing was the only thing on the minds of the 12 riders who started Day Six. For some it was a tall order which required nursing the bike, the body and the mind for one more day of 68 miles on the "B" schedule. Even with the change in schedule, the trails were still demanding and even a small mistake could wipe out five days of perseverance.

Tom Penton, Ted Leimbach, Gary Younkins and Dick Burleson zeroed the course. Jack Penton dropped a minute while Mark Deyo dropped three. Kevin LaVoie lost 10 minutes somewhere.

Carl Cranke crashed hard injuring the ligaments in his left shoulder and losing nine minutes. Added to the foot/ankle injury of the day before, Cranke was not in good shape physically. Rod Bush skipped through with only three minutes lost.

Billy Uhl and Bob Popiel each spent an agonizing minute on the starting line kicking their machines which both failed to come to life in the required time. Uhl lost 21 minutes on the route while Popiel dropped 17.

Mike Rosso continued on the same no nonsense pace that had kept him rolling on Day Five, but dropped 20 minutes with small problems.

The final motocross test was for most only a formality in the sense that they could neither lose their medals nor upgrade them. But for Dick Burleson it was different.

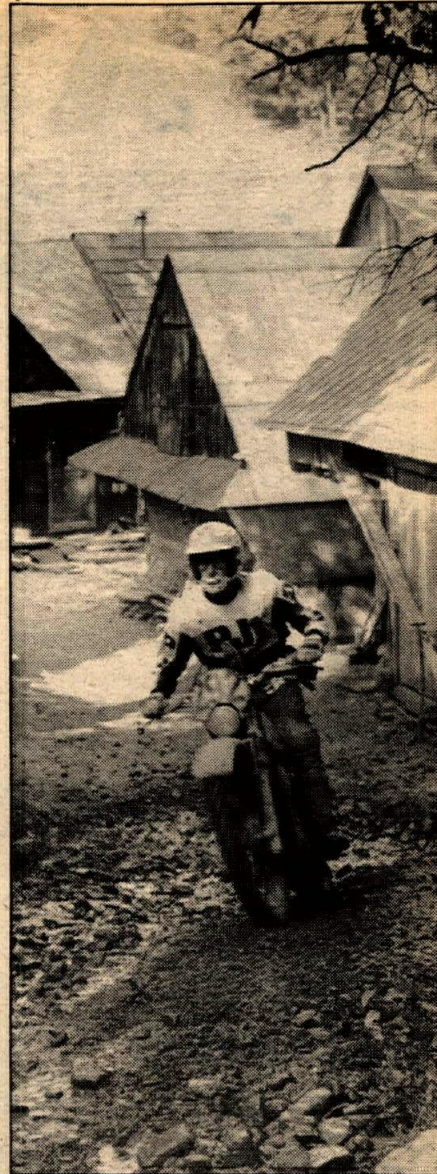
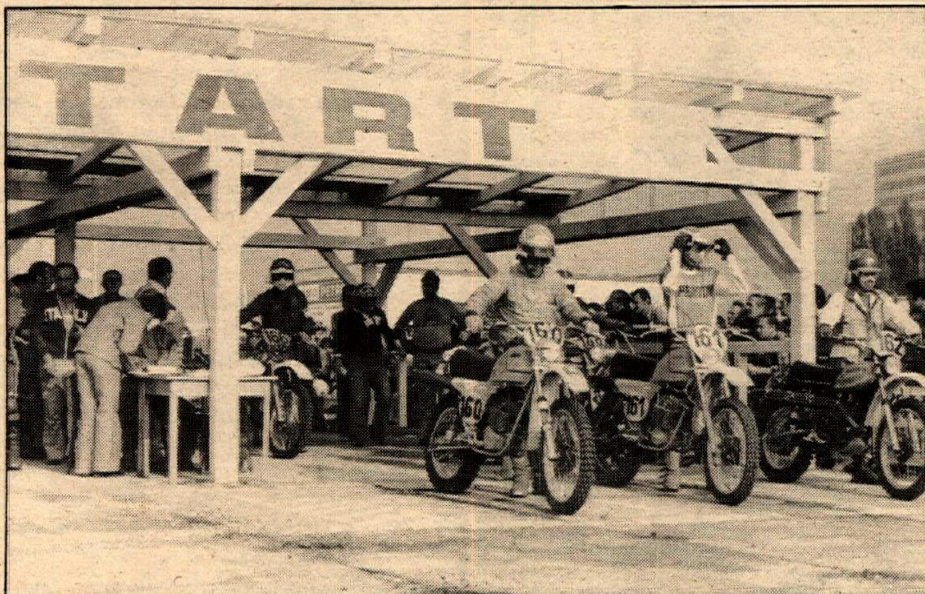
Unofficial calculations had Burleson needing to finish within approximately 50 seconds of the class leader to vault to a Gold medal. Burleson's margin was 48.54 seconds! His margin for error when computed from the final results left Burleson only 27 seconds within the bounds of Gold medal status. Burleson shrugged it off while Cycle East team manager Buzz McQueen mentioned something about shot nerves and it being too damn close for comfort.

"Anyone who won a medal here," said American team manager Al Eames at the its-all-over party on the night of Day Six, "deserved it. There was nothing easy about Czecho."



Check the oil, wipe the windows, dollar gas. The Stars and Stripes flew at this gas stop alerting the riders that this was THE place.

(Left to right) Ted Leimbach (center) finds himself flanked by some tough competition in the form of Alessandro Gritti and Claudio Thomas.



Chris Carter takes the scenic route past a farmers barns.

Results

World Trophy: 1. Czechoslovakia 1,630.49; 2. East Germany 2,428.70; 3. West Germany 46,717.54; 4. USA 98,905.72; 5. Holland 103,057.32; 6. Belgium 143,747.65; 7. France 191,335.25; 8. Austria 201,311.89; 9. Great Britain 214,739.91; 10. Sweden 258,269.71; 11. Switzerland 259,852.24; 12. Finland 274,395.25; 13. Italy 390,057.42; 14. Canada 400,156.15.

Silver Vase: 1. Czechoslovakia 3,161.09; 2. East Germany 3,401.39; 3. Poland 50,433.07; 4. West Germany 60,395.27; 5. Canada 81,062.61; 6. Italy 105,359.07; 7. France 111,096.28; 8. Switzerland 131,353.15; 9. Sweden 150,884.92; 10. USA 154,793.84; 11. Spain 155,736.66; 12. Finland 156,058.73; 13. Austria 180,391.39; 14. Holland

184,642.46; 15. Australia 212,334.75.

Manufacturers teams: 1. Zundapp I; 2. Jawa I; 3. DKW/Hercules I; 10. Cycle East/Husqvarna; 11. Penton B; 16. Penton A; 18. Hercules USA; 22. Maico USA; 32. Maico USA; 41. Suzuki USA.

Club teams: 1. LAMK CSSR I; 2. RUDA Hvezda I; 3. DULKA Praha; 7. Tulsa Trail Riders; 11. Tulsa Enduro Riders; 15. '77 Two-Days in Alabama; 31. Tallahassee Trail Riders.

American medalists: 1. Tom Penton (G) 5,124.32 Pen; 2. Dick Burleson (G) 5,535.21 Hus; 3. Jack Penton (S) 6,135.44 Pen; 4. Gary Younkins (S) 6,339.22 Pen; 5. Rod Bush (S) 6,589.58 Pen; 6. Carl Cranke (S) 7,020.21 KTM; 7. Mike Rosso (S) 7,616.06 Her; 8. Ted Leimbach (B) 8,574.21 Pen; 9. Kevin LaVoie (B) 9,114.87 Pen; 10. Mark Deyo (B) 9,244.76 Yam; 11. Bob Popiel (B)

10,075.49 Hus; 12. Billy Uhl (B) 11,079.54 Mai.

Retirements - Medal standings at start of day in ()
Day Five: 1. Ron Bohn (G) Her; 2. Chris Carter (G) Yam; 3. Don Cichocki (G) Pen; 4. Roy Cook (G) Pen; 5. Greg Davis (G) Hus; 6. Mike Deyo (G) Yam; 7. John Fero (G) Yam; 8. Jim Fogle (G) Pen; 9. Jeff Hammond (S) Yam; 10. Barry Higgins (B) Mai; 11. Jeff Hill (G) Pen; 12. Lars Larsson (G) Mai; 13. Dane Leimbach (S) Pen; 14. Rick Munyon (B) Yam; 15. Nate Pilsbury (B) Mai; 16. Frank Plasecki (G) Pen; 17. Denny Reese (G) Pen; 18. Drew Smith (G) Her; 19. Jim Smith (G) Pen; 20. Ted Worrell (S) Suz.

Day Three: 1. Frank Gallo (G) Pen.

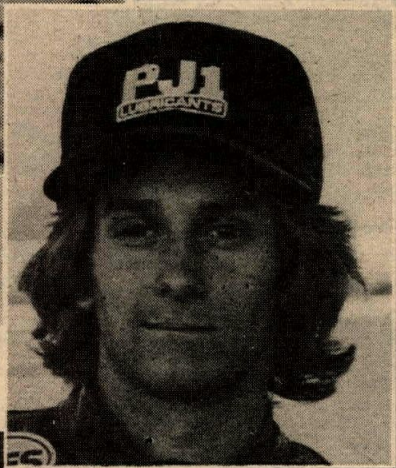
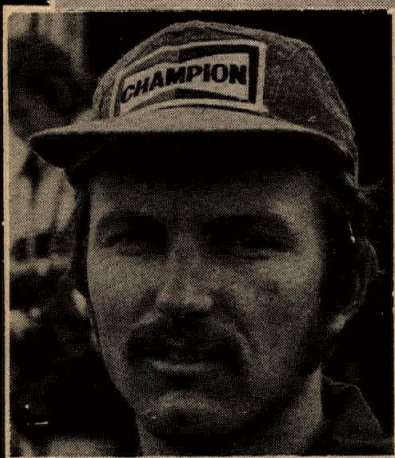
Day Two: Dave Hulse (G) Suz.

Day One: 1. Bruce Kenny Suz; 2. Bob Pierce C-A; 3. Larry Thompson Yam.

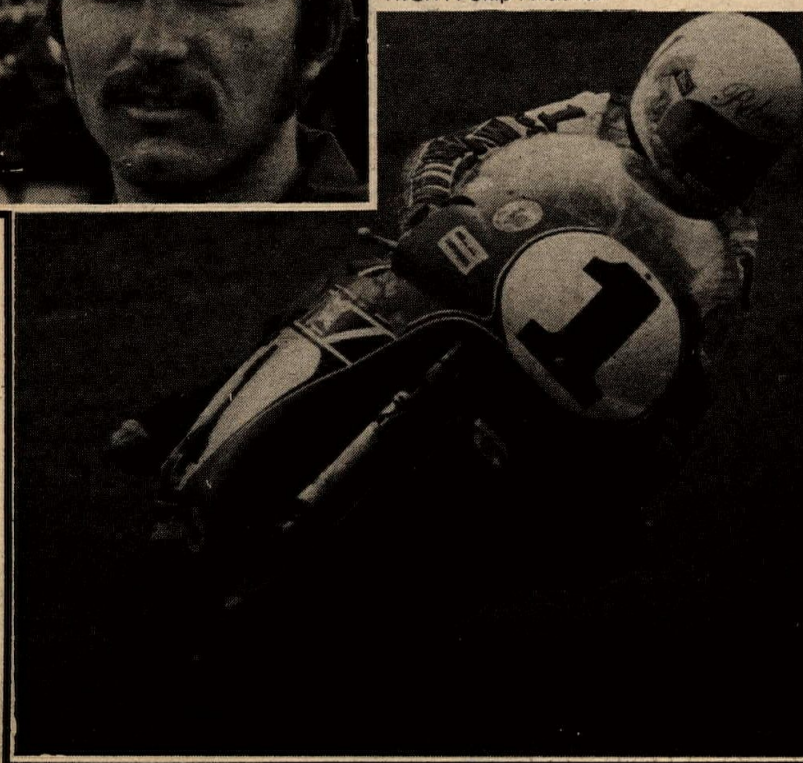
Anyone for a motorcycle ride? These folks can't seem to figure out what is going on as Bob Pierce blasts past their place in the sun. Pierce crashed near the end of Day One and dislocated his shoulder ending his ride in Czecho.



AT THE RIVERSIDE INTERNATIONAL ON THE CAMEL PRO DOWN TO



ABOVE: Jay Springsteen.
LEFT AND BELOW: Gary Scott.
RIGHT: Skip Aksland.



Make a note of the race and date right now! It's the Riverside Superbike International on October 1st and 2nd....the final road race in the Camel Pro Series, a crucial eleventh-hour points event counting towards the American Grand National Championship.

All of the star contenders for the Grand National title will be there. Wrestling their tire-shredding 190mph Formula 750 road racers around Riverside's twisting tarmac ribbon in pursuit of their share of the \$25,000 plus those oh-so-valuable Camel Pro Series points and the \$75,000 rider point fund that the series carries.

The big battle for the Grand National Championship is a four-way split that seems certain to go right down to the wire at the season's end, with Riverside playing a more crucial part in that battle than any other race.

Harley Davidson's young National Champion, Jay Springsteen from Flint Michigan, currently leads this year's title chase. The hard-riding, blond-haired teenager is bidding for his second consecutive Championship and the Riverside Superbike International is so important to him that he will forsake his normal "dirt track-only" routine.

Despite winning the National Championship in 1976 and holding the lead so far this year, Jay has never before even raced in a National road race.

The points battle is so tight this year, however, that Harley race chief, Dick O'Brien announced recently that he will pull one of the four-stroke Harley Davidson vee-twins out of mothballs for Springsteen to ride. It's been over three years since one of the Harley roaring four-strokes contested a National. They might not be right up there with the 190mph Yamahas but both O'Brien and Springsteen are confident

that they can earn some valuable points at Riverside and probably even clinch the title right there! So all of you Harley fans waiting to cheer Springsteen to his second National title, make sure that you're at Riverside and you could well get your wish!

Of course, for Yamaha's title contender, Kenny Roberts, Riverside is even more important. He placed second in the opening road race National of the year at Daytona and since then has won every other road race on the Championship schedule, scoring victories at Charlotte, Loudon, Sears Point and Pocono.

A double-winner last year at Riverside, Kenny has to be the big favorite for the race. And he'll be trying even harder than ever as he is more than aware that Riverside gives him more chance than any of the remaining races on the schedule to add another National Championship to the titles that he held in 1973 and 1974.

1975 Championship winner, Gary Scott is also in with a real chance at another title. He's a true all-rounder with terrific roadrace ability and knows that Riverside points will give his Championship chances a big boost.

Then there are the road race specialists like Skip Aksland who shattered the opposition in the recent World Championship event at Laguna Seca in Northern California.

If you like his fiery riding style there, then you'll go crazy at the way he charges around Riverside's over-100mph lap.

Other American road race aces include veteran Gary Nixon, National Champion in 1967 and 1968, second in last year's World F750 Championships still as hard a charger as he ever was.

Then there's Gene Romero who is currently second behind Kenny Roberts in the United States Road Racing Championships. The former Daytona and Ontario winner and 1970 National Champion hasn't been out of the top six in any road race this year, so watch-out for him at Riverside.

Dave Aldana is right on form this season as are guys like Steve McLaughlin, East Coast charger Mike Baldwin, Californians David Emde, Wayne Cooley and Ron Pierce and Florida's hope, John Long.

Adding an International flavor are top Japanese ace Sadao Asami plus Australian Champion, Warren Willing and hard-charging Mexican, Jimmy

SCHEDULE OF EVENTS

**SATURDAY,
OCTOBER 1st.**

The Expert Lightweight race heads the bill along with the Superbike and Novice heat races plus practice in all classes.

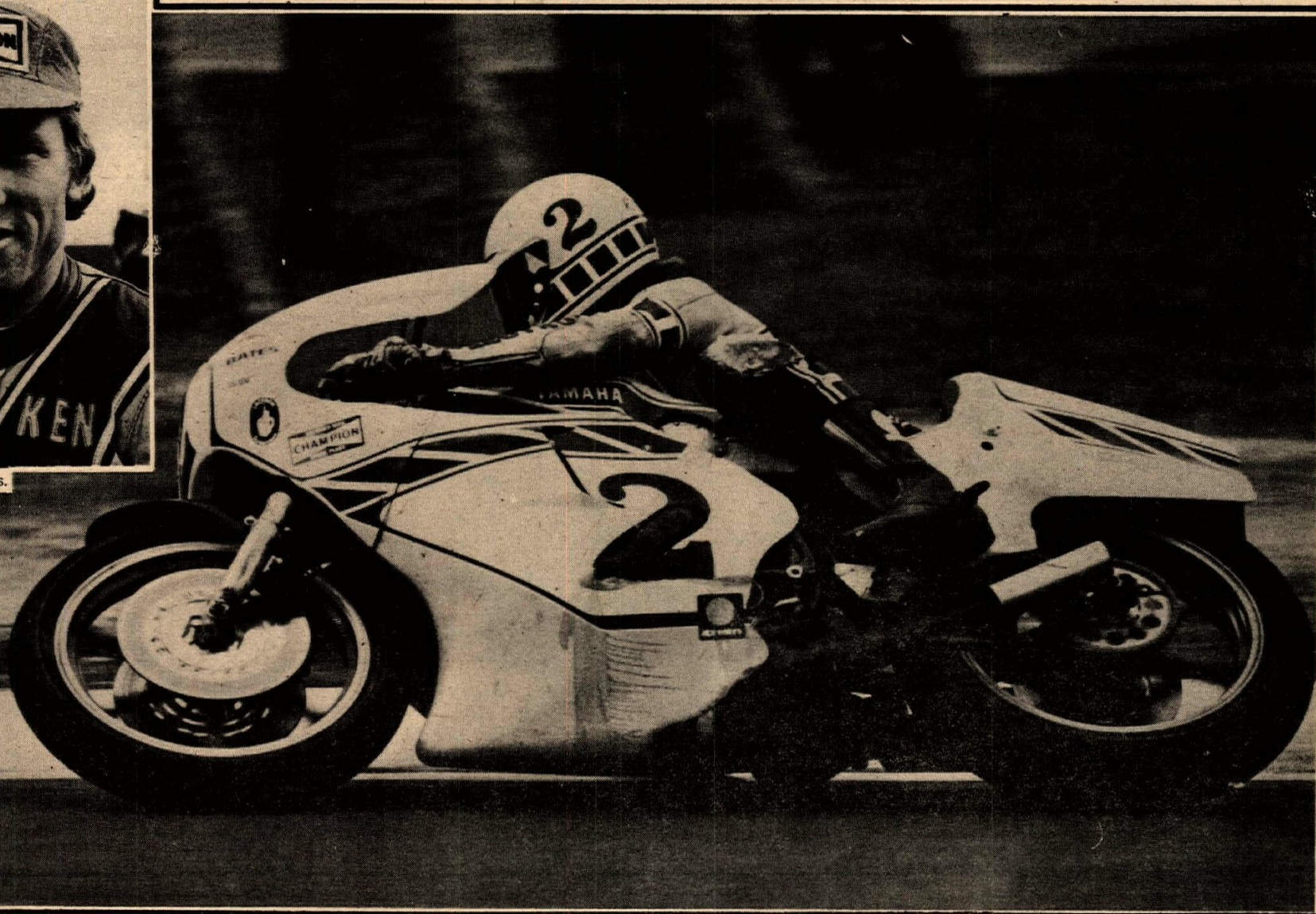
**SUNDAY,
OCTOBER 2nd.**

This is the big one! The F750 National plus Superbikes, Sidecars and the Novice races.

SUPERBIKE OCTOBER 1st/2nd ... SERIES COMES THE WIRE!



Kenny Roberts.



**TICKETS FROM TICKETRON, MUTUAL AGENCIES OR FROM RIVERSIDE
RACEWAY BOX OFFICE. CALL (714) 653-1161 OR (714) 831-3540**

Morales, who was a top ten finisher at Riverside last year and a front-runner in the recent Laguna Seca World Championship event.

A full supporting program of an International 250cc event, the popular Superbike class that pits stock bikes against one another plus the skidding, sliding sidecars, completes an action-packed weekend of high speed road racing that no National Championship fan can afford to miss.



**GREAT FAMILY RACING WEEKEND!
FREE OVERNIGHT PARKING!
FREE GRANDSTANDS!
CHILDREN UNDER 12 FREE!**

The Riverside Superbike International is action-packed racing for all the family and we've slipped in a few big bonuses to make it a real value-for-money weekend. Free overnight parking facilities right on the trackside! Children under 12 get in free. And you can sit in any one of Riverside's big panoramic-view grandstands free!

Check out the action from the start/finish line grandstands, then move up to the bleachers at the spectacular Turn Six for a change of pace. It's a loose 'go-anywhere' atmosphere at Riverside...so make full use of it!

TICKET PRICES

Sunday tickets \$8 in advance (\$9 on the day). Weekend Superticket - \$15. Covers two days of racing plus pit

passes! One day pit pass - \$5.

HOW TO GET THERE

From Los Angeles area take the San Bernadino Freeway (US10) and then Highway 60 to the track. From San Diego run straight up Hwy 395 and from Orange County take US91 Fwy to the Hwy 60 turn-off and then to the track entrance.



(Above) Garth Brow gains on Springsteen going into the last laps of the National. (Left) Champagne celebration, starring Brow, Springer, and Corky Keener with Lynn Griffiths, honored guest. (Below) Willie Crabbe (7a) and John Johnson taking the high and low roads through the second Semifinal.



Springsteen closer to championship with Louisville win

By Gary Van Voorhis

LOUISVILLE, KY., SEPT. 17

Grand National Champion Jay Springsteen took another step toward keeping his title by winning the AMA Grand National Championship/Camel Pro Series half-mile at Louisville

while his rivals Gary Scott, Ted Boody, and Kenny Roberts, were watching from the sidelines or mired in the back of the pack.

The race had been rescheduled from the original Toledo, Ohio site after the Toledo grandstands burned down earlier this year.

This, the sixth National win of the season for Springsteen aboard his Bill Werner-tuned Harley-Davidson factory mount, went right to the final few feet. Rookie of the Year candidate Garth Brow rode his Jim Curnow-tuned Team Bel-Ray XR to within half a bike-length of Springer at the finish.

Corky Keener's Al Stangler-tuned, factory-backed XR came out on top of a race long duel for third place with Steve Eklund on the Zanotti

Enterprises, Tom Hastler-tuned XR. Fifth was Rex Beauchamp aboard the TC Racing Harley.

Gary Scott found himself with a chance to chip away at Springsteen's points lead, but could only manage an 11th on his Sal Acosta-tuned Evel Knievel Special XR when his choice of tires for the final proved wrong.

Kenny Roberts, for the third time in a row, found himself a spectator for the National when the heats and semis finished. Roberts literally rode the wheels off his Yamaha, but that wasn't good enough.

Harley-Davidson teamster Ted Boody was another spectator. He crashed his way out of a transfer position in his heat and then failed to make it out of a semi.

The results gave Springer a 24 point

margin over Boody (222-198) with Scott (185) and Roberts (179) trailing.

Once again track conditioning caused concern among the riders. It has been stipulated that a mechanical sweeper would be on hand to clear the groove of grit so that it would at least be more than one bike wide. None was available. Three days of rain prior to the event and a liberal dose of calcium chloride cured the dust, although constant watering and dragging was necessary. The watering made the cushion riders mad since riding behind someone meant being sprayed with limestone grit, which smeared when wiped off. The brave rode the cushion, the smart rode the groove, and the race went on.

Heats

Hank Scott left the fighting to the rest of the field as he split from the pack exiting turn two on the opening lap of heat one. Billy Burbank put his Sure Fire Distributing XR into second using a line high up in the loose cushion. Gary Scott moved to third and began to challenge Burbank on lap six for second. Two laps later Burbank crashed, exploding the haybales in turn one and bringing out the red flag. Burbank walked away with only bruises.

The restart made it a new race as Scott Drake came off the single file line with a drive that took him to second from his initial seventh place before the red flag. In the final three laps the Warren, Ohio H-D rider closed to Hank Scott's rear wheel, leaving Gary Scott alone in third.

Heat two found Randy Goss

speeding to the lead for the first three laps while Steve Eklund was catching up after a trip up into the loose stuff. By lap four Eklund was in command with Goss second and Rickey Campbell third. Two laps later Campbell swept by for second. Then Goss' engine died, moving Billy Schaeffer into the final direct transfer spot.

All eyes in heat three were on the wheel-to-wheel battle between Mike Kidd and Jay Springsteen as the pair traded the lead like a hot potato. Springer always held the lead where it counted, but Kidd's Mert Lawwill XR appeared to have more power. While the battle raged up front, Garth Brow was slicing his way to third and held off a last lap charge by John Johnson. It was the fastest heat of the evening, earning Springer the pole position for the National.

Mert Lawwill took the win in heat four. Balance problems caused by an inner ear infection have plagued Mert for the better part of two seasons, but the win showed Lawwill's back in form.

Harley Teamster Ted Boody spilled after hitting a slick spot, changing his second place into a 10th place finish. Corky Keener put his factory Harley into second after a see-saw battle with Billy Eves.

Semi spoilers

A little luck and perhaps a little "dealing" put Ted Boody into the first alternate position for the semis. Boody, scrapping for every point in the champion chase, was out to get into the semi one way or another. Tony Staughton pulled out of semi one and Boody was in.

The first semi was no contest as Rex Beauchamp opened a good lead with a holeshot and kept increasing it as Boody fought with spoiler Mike Caves. Beauchamp took the only transfer to the National while Boody had to settle for a distant second and a seat in the pits at National time.

Willie Crabbe played a spoiler role also. Crabbe held off repeated charges by Kenny Roberts in the early laps as Roberts sought vainly to capture the final slot on the starting grid of the National. Slowly Roberts slipped back to fourth as first Steve Freeman, and then John Johnson zapped past.

Trophy Race

"It was a helluva race," exulted Trophy Race winner Steve Morehead. "I got Boody as we went into turn three on the last lap. He shut off and I kept the gas on and stayed low. It was enough for me to take the lead. The racing is never over until they wave the checkered flag."

National

The question in everyone's mind was how to set up for the track. The high line was bumpy and appeared slower. The low line was one bike wide. In between there was very little traction.

The one line starting grid stretched across the track with Springer picking the outside (grandstand) pole position. Lawwill, Eklund, Hank Scott, Kidd, Keener, Campbell, Drake, Brow, Eves, Schaeffer, Gary Scott, Beauchamp, and Crabbe stretched to the inside.

Springer came off the line perfectly and headed straight for the cushion spewing a rooster tail behind as he swung wide and then squared off the corner and dove for the groove exiting turn two with Keener, Crabbe, Brow, Campbell, Beauchamp, and Eklund in hot pursuit.

By lap two Springer was making the high line work for the time being and pulling away. The grid had formed into packs with Keener leading a four rider freight for second while

Campbell led a similar pack challenging for sixth. Way in the back Hank and Gary Scott were finding out that their choice of a hard tire for the race was definitely the wrong one.

Mert Lawwill joined their fight, the victim of a sour magneto. It had slowed Lawwill in his heat so he changed the rotor. Unfortunately that was not the source of the problem.

Mike Kidd's ride came to an abrupt halt only two turns into the National when the sprocket adapter came loose, causing the chain to bind on the counter shaft sprocket. "I knew I could have won," said Kidd. "Damn, I'm bummed. This is the third time my luck has gone sour this year when I was in a position to win. Checkered flags are what get factory rides, not DNFs." Disappointment weighed heavily on Kidd's shoulders.

Brow bumped Crabbe for third on lap four and then banged his way past Keener for second two laps later. Eklund then displaced Crabbe in fourth and the front four were set to the finish from lap six on. Crabbe's slide backwards continued as Campbell and Beauchamp pushed him back to seventh by the halfway flag.

By lap 14 Brow had put some daylight between himself and the scrap that Keener and Eklund were having. Springer had long since abandoned the high line in favor of a low one when he realized ("When I saw how Brow was catching up I dropped down to the low line.") that his lead was slowly fading. The combination of gearing to ride in the cushion and a rapidly wearing rear tire allowed Brow to move closer yet.

Springer slowed noticeably on the final four laps as Brow closed in. Keener and Eklund continued their battle. Campbell held off Beauchamp. Crabbe was feeling pressure from Eves who, in turn, had Drake and Schaeffer on his rear wheel.

On lap 19 Campbell knocked a carb loose and his XR went on one cylinder. He dropped from fifth to ninth. Campbell, with a look of utter despair on his face sadly said later that it would have been his highest finish ever.

Springer led Brow across the finish line on the white flag lap with Brow narrowing the gap on the back straight. Brow's drive from turn four was good, but not good enough. Springer held on to win by half a length.

Results

FIRST HEAT: 1. Hank Scott (H-D). 2. Scott Drake (H-D). 3. Gary Scott (H-D). 4. Steve Morehead (H-D). 5. David "Bubba" Rush (H-D). (No time — restart.)

SECOND HEAT: 1. Steve Eklund (H-D). 2. Rickey Campbell (H-D). 3. Bill Schaeffer (H-D). 4. Mike Caves (H-D). 5. Rex Beauchamp (H-D).

TIME — 4:23.297 — new 10 lap record

THIRD HEAT: 1. Jay Springsteen (H-D). 2. Michael Kidd (H-D). 3. Garth Brow (H-D). 4. John Johnson (Bul). 5. Charles Palmgren (H-D).

TIME — 4:19.188 — new 10 lap record.

FOURTH HEAT: 1. Mert Lawwill (H-D). 2. Corky Keener (H-D). 3. Bill Eves (H-D). 4. Ken Roberts (Yam). 5. Terry Brow (H-D).

TIME — 4:23.220.

FIRST SEMI: 1. Rex Beauchamp. 2. Ted Boody. 3. David "Bubba" Rush.

TIME — 4:22.810.

SECOND SEMI: 1. Willie Crabbe (H-D). 2. Steve Freeman (H-D). 3. John Johnson.

TIME — 4:23.224.

12-LAP CHUCK JORDAN MEMORIAL JUNIOR INVITATIONAL: 1. Lance Jones (Tir). 2. Bret Braddy (H-D). 3. Mark Cox (H-D). 4. Martin Bushman (H-D). 5. Jeffrey Vilminot (H-D).

TIME — 5:17.329.

12-LAP EXPERT TROPHY RACE: 1. Steve Morehead (H-D). 2. Ted Boody (H-D). 3. John Johnson (Bul). 4. Randy Raker (H-D). 5. Vince Mead (H-D).

TIME — 5:18.334.

20 LAP AMA CAMEL PRO SERIES NATIONAL FINAL: 1. Jay Springsteen (H-D). 2. Garth Brow (H-D). 3. Corky Keener (H-D). 4. Steve Eklund (H-D). 5. Rex Beauchamp (H-D). 6. Bill Eves (H-D). 7. Willie Crabbe (H-D). 8. Scott Drake (H-D). 9. Rickey Campbell (H-D). 10. Bill Schaeffer (H-D). 11. Gary Scott (H-D). 12. Hank Scott (H-D). 13. Mert Lawwill (H-D). 14. Mike Kidd (H-D).

TIME — 8:38.461.

1977 AMA CAMEL PRO SERIES STANDINGS AFTER LOUISVILLE: 1. Jay Springsteen, 222. 2. Ted Boody, 198. 3. Gary Scott, 185. 4. Ken Roberts, 179. 5. Steve Eklund, 164. 6. Corky Keener, 139. 7. Mike Kidd, 117. 8. Hank Scott, 109. 9. Skip Aksland, 98. 10. Steve Morehead, 83.

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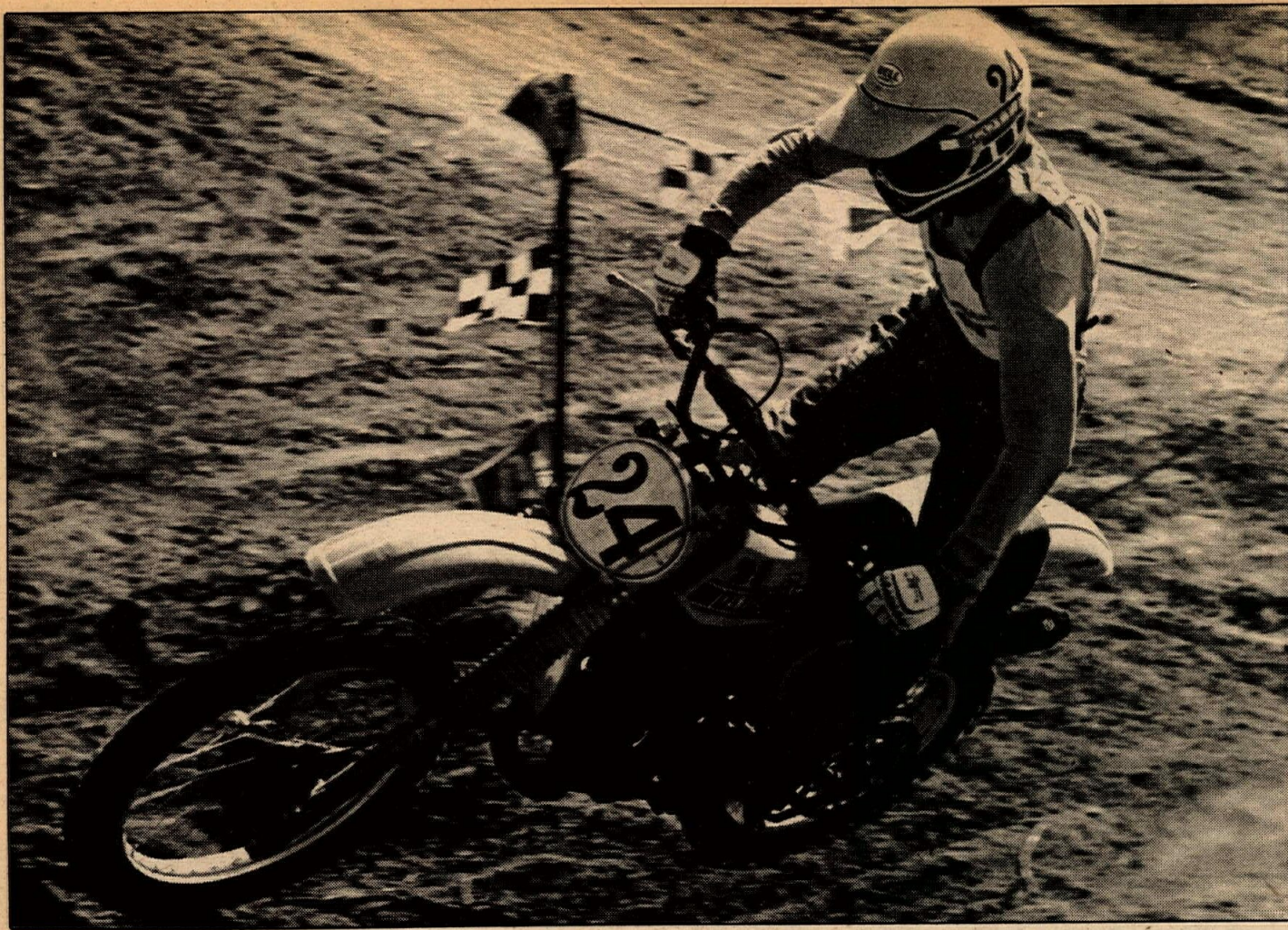


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(Above left) Bob "Hurricane" Hannah dominated the cross-country/trials and the motocross. (Below left) Spectators lined the hill where the cross-country/trials had its first observed section. (Below) Marshall Ellie Taylor watches as Diane Cox works on a broken chain. Every rider had a marshal to keep an eye on them.



PHOTOS BY DALE BROWN

**Consistency wins
\$10,000 first prize**

Kent Howerton wins world's first Olympiad

By Dale Brown

IRVINE, CA, SEPT. 17, ORANGE, CA, SEPT. 18

Although he didn't win any of the six events comprising the S&W/Monroe Motorcycle Olympiad, Kent Howerton finished in the top ten every time to pocket the \$10,000 first prize. The factory Husqvarna motocrosser beat out Kawasaki's Gary Semics and Yamaha's Mike Bell for overall honors. Yamaha's Bob Hannah, the only rider to win two events, finished fourth.

The individual event winners were: Dick Burleson (drag race), Mike Bell (TT) and Bob Hannah (cross-country/trials and motocross).

Motocrossers filled out the first four

spots, followed by desert/speedway aces Larry Roeseler and Jim Fishback, motocrosser Gaylon Mosier, Grand National winner Rick Hocking, John Hateley (who does a little of almost everything), and motocrosser Marty Tripes.

Keeping track of the brands,

Yamaha won four, Husky two.

Kawasaki Drag Race

The drag race was run under a handicap, or "dial-in" system. Riders made four timed practice runs and then had to figure what elapsed time (e.t.) they would dial in. If they beat that time by more than 1/10th of a second, they "broke out" and lost. The races to decide the top four were run as eliminations, with start handicaps according to the e.t. which the rider had chosen.

During practice, Rick Hocking (500 Yam) ran a 12.61 second e.t., at a little over 100 mph. Most times were in the 13-second bracket. Carl Cranke seized his sticky-new Penton/KTM in practice.

After four rounds the only riders in competition were: Burleson (390 Hus), Semics, (380 Kaw), Howerton, and Mike Bast (TT500). Howerton was beaten by Semics (13.42) and Mike Bast, who'd shown micro-second reflexes off the line, broke out of his dial-in and lost to Burleson. In the final round Semics red-lighted (started too soon) and Burleson won automatically. In a match to see who would finish third, Bast red-lighted

and Howerton took the points.

Places five through 32 were determined by a single run to see who could come closest to their dial-in. Chris Carter (Yam) matched his to the thousandth of a second.

"It's all in that timekeeping!" grinned National Enduro Champ Burleson afterwards, glancing at an imaginary enduro watch. Possibly it was, since his last four runs were within 1/10th of a second of his 13.800 dial-in.

There were myriad rules governing the Olympiad, and Dave Aldana was the first to run afoul of them. His TT500 Yamaha lost its oil breather line and he repaired it in the pits with a pair of pliers and some baling wire. Use of tools outside of official maintenance periods was forbidden and Dave was docked three points.

Yamaha Road Race

Before the road race practice got underway, there was another race in the pits during the official 10-minute maintenance period. In only 16 minutes Carl Cranke yanked his cylinder, sanded the barrel and had the bike back together again. It ran for the rest of the event, but Cranke had suffered broken bones in his foot and a cracked shoulder in last week's ISDT competition and was off pace during the races.

Road race practice also took its toll. Aldana's carburetor flange broke in half. Jimmy Ellis was out for good with a seized lower end on a bike he'd picked up locally — not his national motocross Can-Am. Bob Hannah seized, but the bike cooled down and he rode the race.

The start was Le Mans-style. Burleson and Bast got the jump on the pack, ahead of Fishback (400 Yam), Howerton, and John Fero (400 Yam). Bast dropped out on the second lap with a busted armature on the mag, which ended his chances in the Olympiad. John Hateley (500 Yam) blitzed through the pack to take the lead when Burleson dropped to fourth. Another mover through the pack was Jim Rice (650 BSA). Coming out of retirement for the event, he started almost last, but was coming up fast.

Hateley led over half the race. Behind him was first Fishback, then

(Continued on page 16)

Dirt Digger's Grand Prix

19th Annual



Classic

Nov. 5th & 6th, 1977

Racing World, Trabuco Canyon, Calif.

Rain or Shine

All new 'Exclusive' course, Western town, lakes, classic 'Hometown' starts, no dust, infamous Dirt Digger mud hole, super fast traction, and clean mud.

Entries open Monday, Sept. 26, Close Oct. 25

Entry \$13.00 includes gate pass for rider

\$100.00 Post entry (sorry)

Spectators: Adults \$3.50 Jrs. (6 yr.-12 yr.) \$2.50 under 6 Free

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(Sponsor and purse to be announced soon)

Race of Pioneers

British-American 4/Stroke Race (non point paying exhibition race) Dinosaurs?

Camping — Overnight \$3.00 per vehicle — per night — limited space

Dist. 37 Points — AMA Sanction

No Bicycles, No Dogs, No Pit Riding

Paramedics, Ambulances, Sheriffs on hand

I.R.R.C. (radio communications)

Beer, Pop, T-Shirts, Programs, Food

(all kinds of concessions)

D.D.M.C. Grand Prix Pins & Decals for riders (plus points)

Open Friday (Noon) Saturday 6 am, Sunday 6 am

(sign-in 6:30 on)

Race 8 am Sat. & Sun.

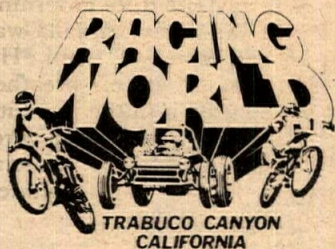
Race info only: 213-649-1700 (days only) Tues.-Sat. 9 to 6

Western town and atmosphere, special prize for best western outfit (Sunday)

For additional entry forms send S.A.S.E. to address shown

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Watch over 1,407 riders go for it



Entries: One entry form, one check (\$13.00) with two legal size S.A.S.E. to address shown

Sat. Nov. 5 Lightweights (all classes) 100, 125, 126-200, 250cc

D.D.M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304
(Dist. 37 rules apply — silencer required)

Sun. Nov. 6 — Heavyweights (all classes) 251-500, Senior Div, Hacks, Womens Div., British-American, 4/stroke (Dinosaurs), non point paying exhibition race

D.D.M.C., 12051 Kirkcoln Court, Northridge, CA 91326
Mail entries only — postmark determines start position (all entries received prior to Sept. 26 will be returned)



Official Entry Blank

DATE _____

A separate form must be submitted for each class entered.

NAME _____

ADDRESS _____ CITY _____ STATE _____

PHONE NO. _____ AGE _____ ZIP _____

MAKE OF MACHINE _____ ENG. NO. _____

CU. IN. OR CC _____

HIGHEST DISTRICT 37 CLASSIFICATION HELD

NOV _____ JR _____ EX _____ NONE _____

If you do not have a District 37 card, please note association and classification.

FOR DISTRICT 37 POINTS ONLY: RIDING NO. _____

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THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____

If entrant is under 21 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her consent to the terms of entry.

The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization. It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid. Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____

Date: _____ 19____

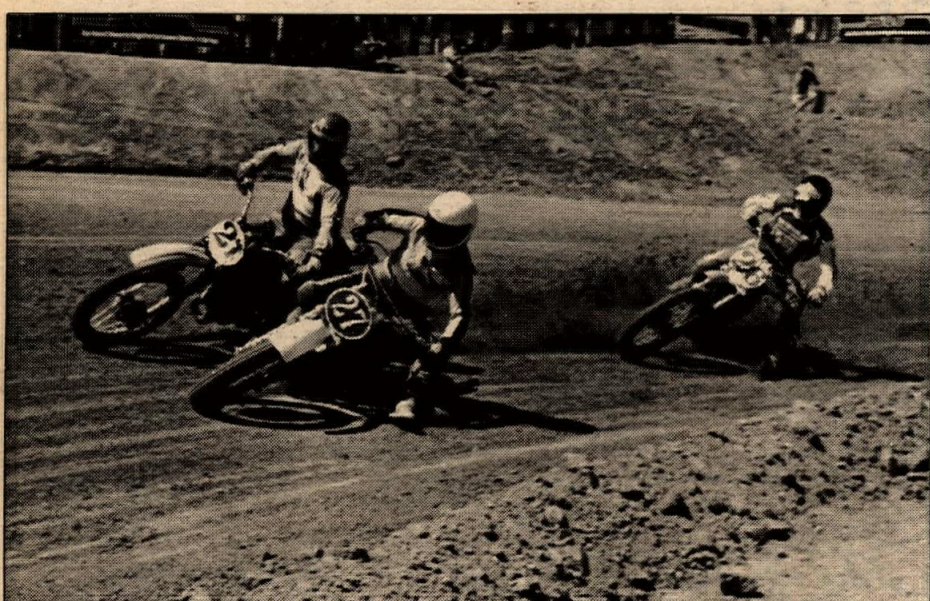
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(Above) Tripes (38) and Mosier (40) chase Bell in the motocross. (Below) In the short track, Hocking (27) fought with Fishback and Hateley. (Bottom left) Malcolm Smith won the road race. (Bottom right) Winner Howerton grimaces while working on his bike.



(Continued from page 14)

Malcolm Smith, who rode with a front tire so small it made his 390 Husky look like a chopper.

Malcolm passed Hateley, and Little John, trying to catch him, overcooked it in a corner trying to get around a lapped rider and ate it. He lost about a lap trying to get re-started and finished 10th. That moved Rice into second, Howerton to third and Hocking to fourth. They finished that way, ahead of Fishback, Semics, Tripes (350 H-D), Roeseler (390 Hus), Terry Clark (380 Kaw) and Hateley. Diane Cox (TT500), the only girl in the race, started last and had a fine race up to 14th, passing Bob Hannah along the way.

When the first day at Orange County International Raceway ended, Howerton had the points lead with 70, ahead of Malcolm Smith (68), Semics (66), Hocking (61) and Burleson (60). The winner of each event received 40 points.

Goodyear Short Track

Sunday the race moved to Saddleback Park, with the short track and TT being run in a natural bowl, the TT using the infield of the quarter-mile oval. Most of the riders had utilized the 60-minute maintenance period Saturday afternoon to switch to knobbies, though a few fitted dirt track tires.

The short track and TT used three

heats and two semis to qualify a 12-rider field. A consolation race sorted out the rest of the positions. Gary Semics won the short track consy, leading from start to finish. Burleson went down in the second lap and took Terry Clark with him; both got up and finished the race.

Jim Rice took the big Beezer to a holeshot in the main. Fishback, Hateley, Hocking, Roeseler, and Jennings followed. It was elbow to elbow for several laps before Hocking finally edged into the lead. Hocking's TT500 along with Rice's bike, were the only ones with a short travel suspension system set up for dirt track. Hocking held the lead to the finish, followed by Rice, Hateley, Fishback, Jeff Jennings (250 Suz), Roeseler, Mike Bell, Hannah, Mike Hannon (400 Yam), and Howerton.

Before the main, Hannah's tire had developed a slow leak. He filled it up "to about 80 pounds." He got no traction on the start and had to work his way up.

Diane Cox did not race the short track. During practice her bike lost a master link. She got one, but missed her heat. The rules, which weren't explained to her, required that she push her bike to the start of her heat in order to be transferred to the semi. Though the bike was fixed in time to run the semi, she was not allowed to ride it.

Yamaha TT

Mike Bell let everyone know his intentions in advance by winning the first TT heat. Rick Hocking was running second when he went down in a tight corner, breaking his kickstarter. Gary Jones (250 Ammex), who had been in the back of the pack in previous events, came alive and chased Bell to the finish line. Hannah, still riding with the slow leak, won the second heat, Jennings the third.

Hocking came back to win the consolation race ahead of Jack Penton and Al Baker (440 Hon).

Jones charged to the holeshot on the main, leading Fishback and Bell. Bell was in the lead before the first minute had gone by and won handily. Jones ran second for awhile, but Jeff Jennings (originally an alternate, but permitted to run, as were Mosier and Fero) got by to take second. Mosier, Fishback, Howerton, Hateley, Tripes, Hannon, Roeseler, Semics, and Hannah rounded out the field.

Shortly before the main, the three-man jury ruled that Hannah could not use a pump to inflate his tire because it was a mechanical device. After the tire went totally flat in the main Hannah managed to procure a tire and wheel and frantically changed it during the 10-minute work period.

Penton Cross Country/Trials

The cross-country/trials was a long course through Saddleback's outback. There were two observed sections — a steep, twisting hillclimb and a narrow gulley — where riders were penalized on the number of times their foot hit the ground. The maximum penalty was five points for killing the engine or coming to a complete stop.

But it really was a cross-country race. Bell took the early lead, followed by Mosier. Hannah got a good start, passed Mosier and Bell and wound up 17 seconds ahead at the end of 30 minutes. Bell ran second for much of the race, but Mosier, whose Maico was equipped with a fairing during Saturday's pavement expedition, passed Mike with two laps to go. Semics took a fourth; Roeseler, Howerton, Jennings, Tripes, Clark, and Jones finished in the top ten. Fishback had been running sixth but his chain came off on the last lap and dropped him to 12th.

Jennings barely beat Tripes for

eight; the margin was only a couple of feet. Tripes had worked up from near last after he crashed on a rut and was run over by Lars Larsson and Malcolm Smith. Their footpegs gashed his side and he rode in pain for the remainder of the day.

Tom and Jack Penton, neither having a good weekend, had disastrous luck in the trials named after the bike their family imports. Jack seized during practice and Tom crashed in the race, breaking his handlebars at the crossbar.

Yamaha Motocross

Hannah finished the day on a upbeat note by running away with the 30-minute motocross. On the start, though, it was John Hateley's four-stroke Yamaha leading the pack of Bell, Mosier, and Hannah. Bell moved into the lead before the first lap was over. As Hateley slowly faded, Hannah took second and planted himself on Bell's fender. He was quickly past and on his way to an easy win. Bell and Mosier fought for the rest of the race, and were joined by Tripes. Marty got past Gaylon after the halfway mark and stayed there to the finish. Howerton finished fifth and clinched the title. "I missed a shift and then tipped over in the first turn," said Gary Semics, who fought from near last to sixth, only a few feet behind Howerton at the finish. Jones and Clark followed, then came Larry Roeseler. Roeseler had tangled with Fishback in the first lap and dropped to 17th. He finished ninth, ahead of Jennings.

Jim Rice and Rick Hocking rode the flat track bikes (equipped with knobbies) and finished the motocross, though way back in the pack.

The Olympiad was, for the most part, a spectator's delight. There were problems over interpretation and enforcement of the many rules, but most of the riders said they'll be back next year. Hannah, who showed Sunday afternoon that he's just about the fastest thing on two knobby tires, said "I didn't come prepared. I came just to show up. Next year I'm going to win this thing or I'll be mad."

Results

DRAG RACE WINNER AND POINTS: Dick Burleson (Hus) 40 Points, Gary Semics (Kaw) 37, Kent Howerton 35, Mike Bast (Yam) 33, Chris Carter (Yam) 31, Rick Hocking (Yam) 29, Malcolm Smith (Hus) 27, Al Baker (Hon) 25, Jack Penton (Pen) 23, Lars Larsson (Mai) 21, Dave Aldana (Yam) 20, Mike Griffiths (Hon) 19, Larry Roeseler (Hus) 18, John Fero (Yam) 17, Bob Hannah (Yam), 16, Gaylon Mosier (Mai) 15, Bill Uhl (Mai) 14, John Hateley (Yam) 13, Jim Rice (BSA) 12, Jeff Smith (C-A) 11, Jim Fishback (Yam) 10, Mike Bell (Yam) 9, Gary Jones (Ammex) 8, Terry Clark (Kaw) 7, Mike Hannon (Yam) 6, Marty Tripes (H-D) 5, Jeff Jennings (Suz) 4, Jim Ellis (C-A) 3, Cordis Brooks (Bul) 2, Tom Penton (Pen) 1, Diane Cox (Yam) 1, Carl Cranke (Pen) 1.

YAMAHA ROAD RACE: M. Smith 40, J. Rice 37, K. Howerton 35, R. Hocking 33, J. Fishback 31, G. Semics 29, M. Tripes 27, L. Roeseler 25, Terry Clark 23, John Hateley 21, D. Burleson 20, J. Ferra 19, T. Penton 18, D. Cox 17, C. Cranke 16, C. Brooks 15, J. Jennings 14, B. Hannah 13, M. Griffiths 12, A. Baker 11, M. Bell 10, J. Smith 9, C. Carter 8, J. Penton 7, M. Hannon 6, G. Mosier 5, B. Uhl 4, G. Jones 3, M. Bast 2, J. Ellis 1, L. Larsson 1, D. Aldana 1.

SHORT TRACK (MAIN EVENT): R. Hocking, J. Rice, J. Hateley, J. Fishback, J. Jennings, L. Roeseler, M. Bell, B. Hannah, M. Hannon, K. Howerton, G. Mosier, A. Baker.

TT (MAIN EVENT): M. Bell, J. Jennings, G. Jones, G. Mosier, J. Fishback, K. Howerton, J. Hateley, M. Tripes, M. Hannon, L. Roeseler, G. Semics, B. Hannah.

CROSS COUNTRY/TRIALS: B. Hannah, G. Mosier, M. Bell, G. Semics, L. Roeseler, K. Howerton, J. Jennings, M. Tripes, T. Clark, G. Jones, D. Burleson, J. Fishback, J. Hateley, M. Smith, J. Ferra, B. Uhl, M. Hannon, C. Brooks, C. Carter, C. Cranke, J. Smith, R. Hocking, D. Cox, M. Griffiths, T. Penton, A. Baker, J. Rice, L. Larsson.

MOTOCROSS RESULTS: 1. Hannah, 2. Bell, 3. Tripes, 4. Mosier, 5. Howerton, 6. Semics, 7. Jones, 8. Clark, 9. Roeseler, 10. Jennings, 11. Hateley, 12. Fishback, 13. Burleson, 14. Brooks, 15. Hannon, 16. Fero, 17. Uhl, 18. M. Smith, 19. J. Smith, 20. Carter, 21. Cranke, 22. Hockings, 23. Rice, 24. Cox, 25. Larsson.

OVERALL RESULTS: 1. Kent Howerton (182), 2. Gary Semics (162), 3. Mike Bell (158), 4. Bob Hannah (153), 5. Larry Roeseler (149), 6. Jim Fishback (144), 7. Gaylon Mosier (143), 8. Rick Hocking (139), 9. John Hateley (134), 10. Marty Tripes (132), 11. Jeff Jennings (125), 12. Dick Burleson (123), 13. Malcolm Smith (119), 14. Gary Jones (115), 15. Jim Rice (112.5), 16. Gary Clark (96), 17. Mike Hannon (89), 18. John Fero (84), 19. Al Baker (75), 20. Chris Carter (72), 21. Cordis Brooks (67), 22. Bill Uhl (61), 23. Jack Penton (56), 24. Lars Larsson (53), 25. Mike Griffiths (51), 26. Jeff Smith (50), 27. Carl Cranke (41), 28. Tom Penton (38), 29. Diane Cox (36), 30. Mike Bast (35).

SPEEDWAY WEEK

By Dennis Greene

VENTURA, CA, SEPT. 13

First of a possible five local titles was won last Tuesday night with the running of the Ventura Track Championship.

Mike Bast, current U.S. National Speedway Champ, scored a perfect 15 points to take the title. This final event of the Ventura season was a stormy one. In the final ride for the night between Brad Oxley, Bobby Schwartz, Bruce Penhall, and Mike Bast a photo finish for second place between Schwartz and Penhall started a loud protest by the fans and Schwartz.

Bast had won the race easily, but Penhall made a dash at the finish line, overtaking Schwartz; at least that is the way the referee saw it. Even though the official score had Schwartz down as the winner and it had been announced that way, the change was made. This brought Schwartz back out onto the track with 90% of the fans of his side. Schwartz was ordered off the track, but would not go. His hearing before the riders' committee will decide his fate for failing to obey a speedway official.

Allan Christian earned 13 points for third and Schwartz took home fourth place with 12 points.

VENTURA TRACK CHAMPIONSHIP
1. MIKE BAST
2. BRUCE PENHALL
3. ALAN CHRISTIAN

15
14
13

4. BOB SCHWARTZ
5. MARK CHERRY
6. MIKE MUNTEAN
7. TOM MORLEY
8. KELLY MORAN
9. DAVE SIMS
10. CRAIG SCHAEFER
11. RON PRESTON
12. TOM FERRIS
13. ROBIN HOOD
14. BRAD OXLEY

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By Tom Blattler

SAN BERNARDINO, CA, SEPT. 14

Bruce Penhall, looking for his second straight San Bernardino Scratch Main event win, got a big break.

The fact that Penhall started on the outside position on the gate helped a little for his outside riding style, but when National Champion Mike Bast broke the starting tapes on the first try of the four-lapper, Penhall's chances definitely improved.

Penhall and Bast had met earlier in the eventing in the Scratch semi-final, and Bruce was able to ride the outside and hold off the four-time national titlist. But, at the last race of the night, the outside line looked to be going away slightly, and Mike was the odds-on favorite.

But then Bast snapped the tape, which excluded him from the finale. In addition to Penhall, that left the door wide open for Steve Nutter and Alan Christian.

Nutter, on the pole, jumped to the lead with Penhall on the outside. Down the back straightaway, "Super" Bruce went to the front and held it to the checkered flag. Nutter, who gave Penhall constant pressure, had to settle for second with Christian third.

In the special match race where seven of the first division riders competed on junior speedway bikes, Preston was able to hold off Faria for the win. Mark Cherry and Alan Christian followed.

Results

SCRATCH MAIN: Bruce Penhall, Steve Nutter, Alan Christian, Mike Bast.

HANDICAP MAIN: Rick Jones, Dave Sims, Mike Faria, Tom Terris, Ron Preston, Brad Oxley.

MATCH RACE: Ron Preston, Mike Faria, Mark Cherry, Alan Christian, Jim Fishback, Bruce Penhall, Kelly Moran.

SECOND DIVISION MAIN: Chuck Wheat
THIRD DIVISION MAIN: Frank Bollinger.

By Tom Blattler

IRWINDALE, CA, SEPT. 15

Mark Cherry didn't even need to ride the third of four national qualifiers towards the U.S. National Championship at Costa Mesa on October 15. You see, in the first two qualifiers, Cherry made enough points to make him the leader.

Holding top qualifying points, Cherry went out and showed the Irwindale crowd what winning is all about. Cherry, for the second time in the third races, grabbed all of the marbles last Thursday, as the 23-year-old Reseda rider held off a stiff challenge to take the four-lap final and pick up another 1600 qualifying markers.

To say that Cherry was hot last Thursday night at Irwindale might be an understatement. In his opening scratch ride, he defeated Larry Shaw to transfer into the quarter-final round. There he went up against two-time national champion Steve Bast, and the result was the same, a victory over the recent Northern California champion.

In the semi-finals, Cherry ran into his only stumbling block for a perfect night. Back on his outside line, Scott Sivadge moved around Cherry on the initial lap to hand Mark his only loss of the evening.

In the final the Irwindale fans witnessed one of the finest scratch races seen all season. Starting on the

pole, Cherry grabbed the lead in the first corner with Bobby Schwartz, Scott Sivadge, and Steve Columbo all right on his rear wheel. Schwartz, Sivadge, and Columbo jockeyed for the second spot and the trio were side-by-side. Schwartz broke free and made a last-ditch lunge to catch Cherry, but the checkered flag was out and he fell short.

Results

FINAL: Mark Cherry (1600 points), Bobby Schwartz (1200 points), Scott Sivadge (900 points), Steve Columbo (325 points).

CONSOLATION: Alan Christian (575 points), Steve Bast (450 points), Larry Shaw (350 points), Jim Fishback (325 points).

COSTA MESA, CA, SEPT. 16

This final qualifying event for the U.S. Speedway National found points leader Mark Cherry dropped to second when he and Jim Fishback tangled in turn 2. Cherry was mad as hell at losing the chance to be the top seated rider in the National. Alan Christian will be carrying that honor into the Championship; his total of 4,350 topped Cherry's by 100 points.

This will be the first National without Rick Woods. Wood tried hard to earn a seat, but missed one night of qualifying and just could not add up the points.

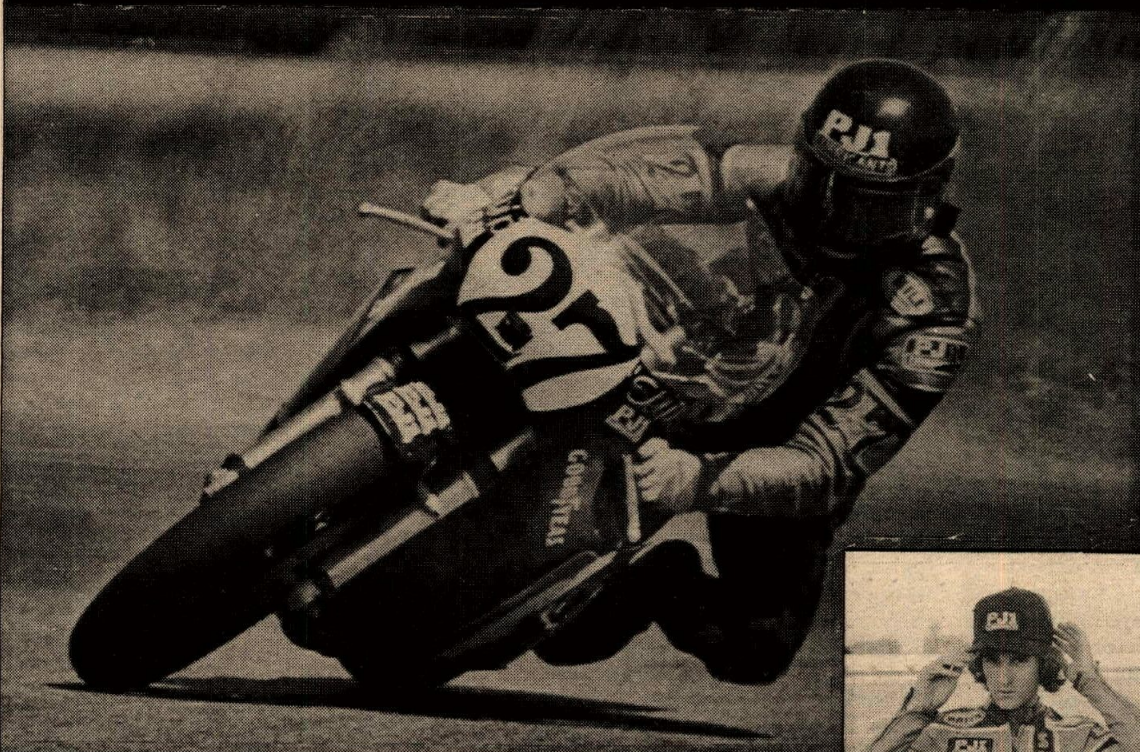
The two reserve riders are Brad Oxley and Bob McLain.

Riders for the 1977 U.S. Speedway National

MIKE BAST	(Top 2 riders for the year, Did not have to qualify)
BRUCE PENHALL	4,350
1. ALAN CHRISTIAN	4,250
2. MARK CHERRY	2,900
3. STEVE BAST	2,550
4. BOBBY SCHWARTZ	2,100
5. MIKE FARIA	2,000
6. RON PRESTON	1,925
7. STEVE COLUMBO	1,600
8. SCOTT SIVADGE	1,525
9. JIM FISHBACK	1,475
10. LARRY SHAW	1,350
11. KELLY MORAN	1,350
12. DENNIS SIGALOS	1,200
13. DAVE SIMS	925
14. MIKE MUNTEAN	

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PHOTOS BY DONALD W. BETSWORTH

(Above) Curtain climber class gets off at Hook & Ladder enduro. Lots of fatherly advice. (Left) There was this one slippery hill....



Dick Payne and his crackerjack crew.



2,500 riders: The Hook and Ladder does it again

By Donald E. L. Betsworth

CALIFORNIA CITY, CA, SEPT. 17-18
Over 2500 riders, a super weekend for all that attended, an army of prize winners. That was the fourth annual Hook and Ladder family enduro. Dick Payne and his dedicated enduro crew had a dream that came true, not once but four times. This dream did not come by just wishing. It takes many days and thousands of hours of super hard work to make the biggest enduro the best and most fun-filled of all.

The planning and preparation for the Hook and Ladder is approximately a 10 month undertaking. After the event and the trophy presentation, Payne rests for two months and then back to the drawing board to plan for the next one.

The Pasadena Fire Department Women's Auxiliary used to make money for their favorite charity by having bake, rummage, and garage sales. At another enduro Payne got the idea — make a lot of money for their charity and put on a real family enduro. Thus the Hook and Ladder was born. All proceeds go to the Los

Angeles County-USC Burn Ward which is administered by Doctor Zawicki. Payne says the Hook and Ladder has exceeded his wildest dreams, and has donated to the burn ward approximately \$55,000 in four years.

Around 12:30 p.m. Saturday, the mini enduro got underway with approximately 150 entrants. All of the entrants for this run received a Frizbee and a super poster. Greg Broadwell took first in the under five class.

At 4:00 p.m. the California Aerial Circus Parachute Team headed by Pat Moorehead (a Vernon fireman) put on a super jump show. Moorehead landed with shroud lines in a bad way. He had repaired them, but some of the knots didn't hold. He said, "I could have bought it." They were falling at 120 mph.

At 6:30 p.m. Payne mounted the stage. It was really the tailgate of a truck so loaded with goodies they almost hired a Brinks guard.

The two big prizes of the evening were wheeled out — a Yamaha 125 Enduro and a Suzuki PE250. The Yamaha was won by a gentleman who moved so fast that a name and picture were impossible. But the PE was claimed by a very nice lad named Jay Hissem of El Monte.

After the bikes came fenders, helmets, goggles, tires, jackets, many kinds of oil, and a ton of other good stuff.

At the pit site all entrants picked up a bag of goodies. Pennz-Guard from Gumout, a can from Champion Choice, and a sample of Armor All. Also included was a ream of stickers and flyers. Drop all the contributors a line and give them a big thank you.

On Sunday loop one started off 25 minutes late. They added a new class this year. The Golden Masters is for the Geritol set, 50 or over.

The three-mile check was a little confusing to some as it was within sight of the start and right in the middle of Park C bowl. The next 10 miles were marked with tons of ribbon and you could even see the "coke" stop from a mile out. At the break it looked like a fire department reunion. After noticing all the firemen riders, a friend of mine asked me "Who the hell minds the store when this thing is run?" Most firemen like me use a vacation day to attend and then usually have to get a fellow fireman to



Hook & Ladder had some of the foxiest checkers in desertdom.

guarantee to work for you.

Right after the break (about 14 miles) there was one gully that may have given some mothers and kids a slight problem. The rest of the loop was easy. It was laid out for the kids, the novice, and maybe even for some "laugh-in type riders." I was told that Debbie Evans and her dad Dave, along with Larry "Zero the Course" Langley had entries.

After a 45-minute water and gas stop, loop two got going. The course started west, then bore south and passed the Borax Bill Park. Soon the first good hill was encountered and a few riders had a tad of trouble — it was a little slick in places. My photographer rode his number then went back out and rerode most of the loop. The hill seemed a choice spot for photos.

After a few miles the loop reversed course and all riders got in some road riding. On a few stretches of good dirt or pavement "the bears" could have handed out lots of "green stamps" (CHP and tickets to the non CB'er).

Up 'til now the route was pretty good, then came five or six miles of "Dick Payne's Cement Dust Factory." Row 15 was bad but the poor devils on 315 may need a week of showers to get clean. After the dust came some very soft sandwashes. Many riders really "smoked it" trying to make up "bad hill" or "dust" time.

I've ridden three Hook and Ladders and without a doubt they acquire the foxiest check point gals of any enduro. At the end of the loop, all the riders on early numbers were smiling as they neared the end and smiled even more when they received the super finisher pin from a very foxy lady.

The loop was fairly short with only a couple of speed changes. With the loop run at 18 and 24 miles per hour, it was over in approximately one hour and eight minutes. When I finished I went back to the start of loop one and watched the last riders go out. The last row left at 12:35 p.m. It boggles the mind, just think, eight a row for five hours and 15 minutes.

All of this year's loops were run on Cal City land and did not touch BLM rocks and sand. This was an added savings and more for the burn ward as BLM would have gotten a buck a rider.

Again this year a beefed up Pit Patrol did a fantastic job. Only a few

minor injuries and mostly from play riding. I did hear of one pit racer, who I guess didn't want a bite in the butt, cut and run. He was last seen heading for Trona, WFO. The little patrol jeep never had a chance.

To sum it all up, good weather, a good ride, super people, lots of fun, lots of prizes and most of all a big bunch of money to the burn ward.

Balentine dusts Dusters D-37 H&H

By Gary Laudig

RED MOUNTAIN, CA, SEPT. 18

Taking heed of the warning about the washout area past the Dusters' bomb, Bob Balentine (KTM) maintained the lead past the bomb, past flashflood gulch on into the foothills through a wash last used by J.N. I think. Following were: Bruce Ogilvie (H-D), Brent Wallingsford, Tony Greaves, Ed Zarp, and Cory Timms. P7 dumped it in the turn but got going before Steve Ekardt and Gregg Thomas, first amateur and first C bike, shot by.

Mitch Payton got by Thomas for first C, Dan Thordarson was hot on his heels.

Heading out on loop two, Balentine lost about a minute trying to find his way out of the pits. When he got going, Ogilvie was right on his buns. Zarp lost some time in the pits tightening his rear brake — but to no avail.

Racers found the going pretty smooth, then the course hooked right down a road that hadn't been used since the Model T. Paying attention to the washout warnings, the road led to a flat out area, through a crotch similar to the pipe line railroad crossing then more flat land area. As the course turned right heading out of the wash towards home, the racers had to really concentrate as the rocks were not in a consistent pattern. Once through here, the racers picked up "Interstate 37" which took them to Trona road crossing.

Starting back towards Charlies, the racers entered a soft uphill grade, one that tends to harvest a sailor's vocabulary in the small bore ranks. Payton moved up five positions behind Zarp, Rich Jackson got by 10 persons, setting his sights on Payton's JT fender stickie. Bill Saltzman and Jeff Kaplan (second 250) were giving their all; Saltzman at the disadvantage due to a 10-mile Saturday night hike. Tom Mattox (first Heavy Amateur), Jim Payton and Ed Rodine (second "C") stayed together throughout the entire event, while James Vincent (third "C") worked up 12 spots before the last check. Paul Christensen (third 250) got a chance to see the "Wyoming Kid" Jackson practice summersaults in the rocks. Paul worked up 31 places by the time he reached the pinnacles, and things. As the first racer appeared in the distance, the speculation started. The jersey with the KTM on it cleared the speculation. Balentine cruised in with a big grin. When asked how he liked the course, he said "super, just super, marked better than a DRA course," which brought big grins of pride from the Dusters present. Chuck Cartledge took first Trail Expert.

The novice/beginner race

Up the wash, George Gibson had about a 10-second lead over Eric McCracken, Wayne Poore, Wayne

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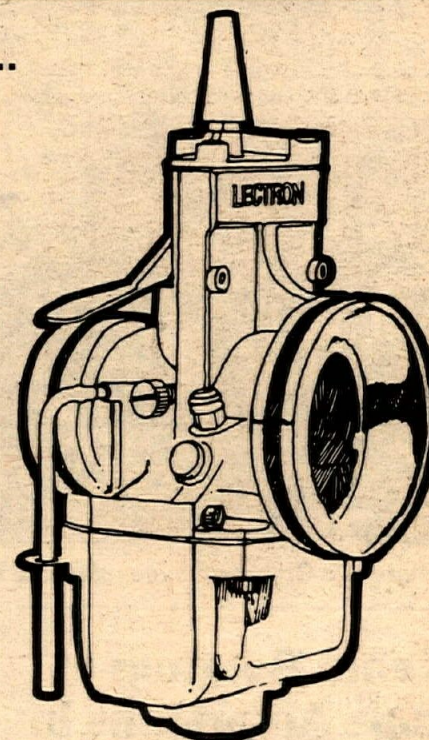
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Langer, first beginner James Short and Brad Denham. Gordon Hechter was next, running first 250 with Bob Zumwalt and Steve Priestly right on his tail for second and third. Bob Miller had a tough time keeping first "C" bike Pat Cain at bay. Finally, in the tight wash section, Cain got by. Rick Martin was the next beginner and first 250, followed by Pat Kratoval and Rich Divri.

Heading into the pits Dick Steffan was the first trail bike with Jeff Moller six bikes back and moving. Lou Peik, Jr. was third "C" bike, Jim Goltra fourth. The Trail Novices and white plates peeled off, smiles and all. The winner was trailbiker Dick Steffan, trail followed by Ted Honnicutt and Trace Willis. The beginner winner was Rick Marlin (250); Chris Nelson and Neil Ketner, first and second heavy. Number 779x took second 250 in his first desert race; third went to Rod Absher. "C" bike champ was Mark Nelson, then Keith Tullar and Harry Ceiszynski. Trail beginner winner, Cliff Thomas, followed by Mike McDowel.

Heading out on loop two McCracken had the lead, Gibson second then Brad Denham. Bob Miller made up six positions, running fifth after the first loop.

Flying around the loop with complete abandon of life and limb, Gene Peters started back at 53rd. By the halfway point of loop two, he was running 20th and gassin' it.

Entering the pits for the second time the racers were really strung out; by the third loop there were very few riders with company, thanks to the steep uphill towards the end of loop three, plus the rocks.

Mounting these obstacles with ease, McCracken started to think that passing amateurs and experts was a lot of fun.

Eric continued on in for the win. Bob Miller was next then Brad Denham.

Practically everyone loved the course. It had a complete complement of variety for the all around racer. Punk Wilson, recovering nicely from last week's run-in with Jay Orendorff's rear tire due to a broken throttle cable, took first amateur.

The good guys of the Dez award goes to Jeff Robbins for stopping and making Eric McCracken's overall win possible. The determination trophy goes to Ron Irby, who had to stop on loop three to pursue the call of nature. The mover of the day was novice Gene Peters, finishing 12th overall; making up 38 positions. The Aw Shucks award goes to Tony Greaves who was running fourth overall and got a rear flat tire.

This race only proves once again that if the clubs are willing to go out and look, there is plenty of good stuff left. Thanks to Rescue 3 for their usual excellent job.

Results

EXPERT HEAVYWEIGHT: 1. B. Balentine. 2. B. Wallingsford. 3. C. Timms.
HEAVYWEIGHT AM: 1. Tom Mattox. 2. K. Smith. 3. D. Harris.
HEAVYWEIGHT NOV: 1. E. McCracken. 2. R. Miller. 3. B. Denham.
SR 250: 1. #087x. 2. E. Carpenter. 3. F. Christensen.
SR AM 250: 1. H. Markham. 2. B. Burch.
SR C: 1. J. McCown. 2. B. Stewart.
EXPERT 250: 1. B. Ogilvie. 2. J. Kaplan. 3. P. Christensen.
AM 250: 1. P. Wilson. 2. K. Maw. 3. T. Vernon.
NOV 250: 1. G. Hechter. 2. S. Priestly. 3. G. Peters.
FIRST GIRL 32 OVERALL: Trudy Beck.
EX C: 1. M. Payton. 2. E. Rodine. 3. J. Vincent.
AM C: 1. G. Thomas. 2. S. Wiseman. 3. G. Brown.
NOV C: 1. P. Cain.
TRAIL EX: 1. C. Cartledge. 2. K. Hopkins. 3. S. Webb.
TRAIL AM: 1. T. Allen III. 2. R. Guileau. 3. P. Krause.
SR HEAVYWEIGHT: 1. B. Lewellyn. 2. C. Hermanson. 3. E. Williamson.
SR AM: 1. Ron Hubbard.
SR NOV: 1. M. Van Sickle.

(Continued to page 37)

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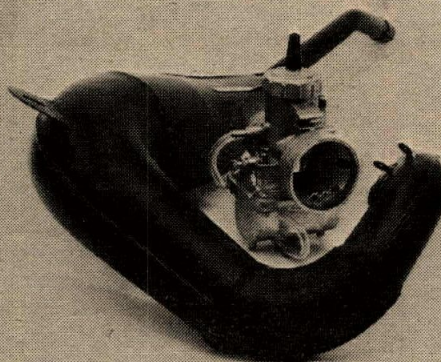
I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is - let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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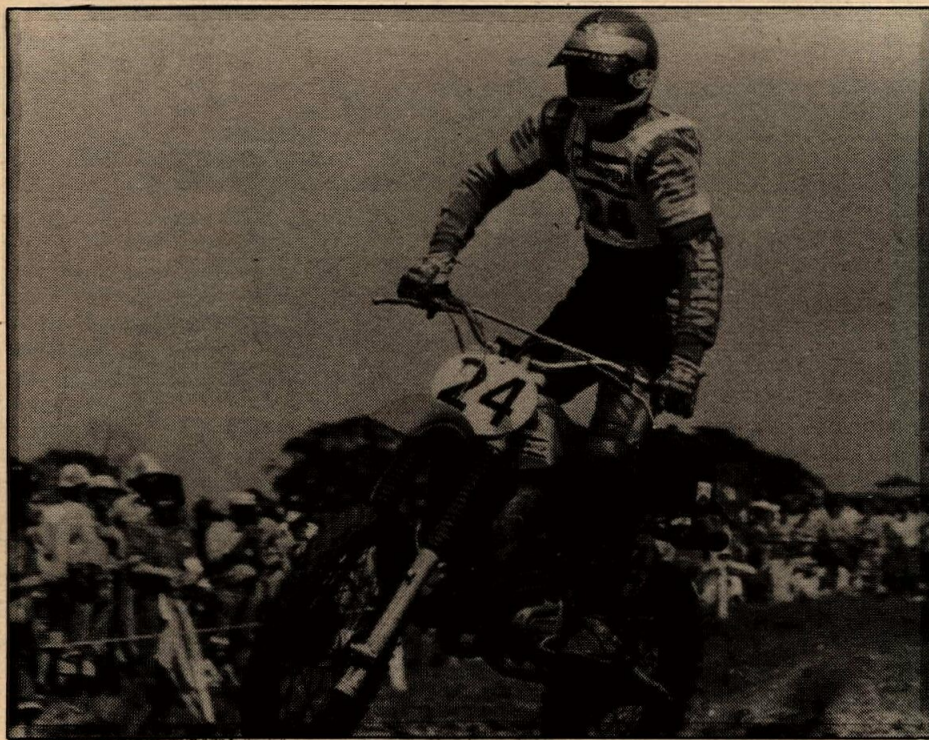
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Sweden's Hakan Andersson went 1-3 for the individual win. (File photos)



Britannia's Graham Noyce ruled the second moto.

Team Belgium tops Americans in Motocross des Nations

By Chris Myers

COGNAC, FRANCE, SEPT. 4

Belgium may have let the 500cc motocross world title slip to Finland this year, but they made up for their loss when their four-man team scooped their second Motocross des Nations victory on the trot.

Overall, the Belgians came home with 42 points in the two-leg event (scoring one for a win and so on), way ahead of runners-up, the United States on 58.

But the Belgians didn't manage to do any winning. The first leg was won in fine style by Swede Hakan Andersson (Montesa), and British champion Graham Noyce (Maico) romped home to a devastating first in the second.

The Belgian team was strong: Roger DeCoster (Suzuki), Jaak van Velthoven

(KTM), Andre Malherbe (KTM) and Jean Paul Mingels (Montesa).

The weather was hot on Sunday and racing started just after 3 p.m. The gate dropped just as an official began to wander across the line-up, baulking both Noyce and West German Adolf Weil (Maico). As the pack took off in a cloud of dust, Roger DeCoster was left prodding at his gear lever and got away after a few seconds last.

As they came around for the end of the first lap it was a Belgian in the lead, Jean Paul Mingels (Montesa), followed by the on-form West German Fritz Kobele (Maico), American newcomer to Europe Steve Stackable on the 1978 Maico, and Swede Hakan Andersson (Montesa).

Andersson soon disposed of the long-haired Stackable, and after four laps was pressing Kobele hard for the runner-up position. But then Stackable crashed and dropped back.

Kobele crumbled on lap five, and Andersson was through, riding one of his best races this year. Mingels by now had built up a very respectable lead as the Swede began to nibble away at it.

Andersson began to extend his lead, he was making no mistakes, riding smoothly with little sign of effort or

strain. Two laps later he had a comfortable lead from Mingels as the Belgian struggled to keep ahead of Noyce who was pressing him hard. Then just as they came into the "S" bend before the straight Noyce nipped inside to be runner-up closely followed by Belgian Andre Malherbe (KTM) on his way up from 10th.

But Noyce could only stay there for one more circuit before, tragically, he was forced to pull out for a quick change of a front wheel that had broken several spokes.

Now it was Andersson, Malherbe, Mingels and Kobele. The Swede looked invincible and all set for a convincing victory, but sadly there were no other members of his team to back him up.

Mingels soon dropped off the leader-board with an off-song motor and Suzuki-mounted American Tony DiStefano came up to third with Italian Paolo Faeiolo (Maico) behind him.

But the race had settled down at the top and when lanky Jaak van Velthoven (KTM) came up behind Faeioli it began to look as if another Belgian victory was on the cards. Belgians now made up second and fourth places, and still making up for that disastrous start, DeCoster was seventh.

Britain made up for their first race showing next time out. There were no problems at all as a determined Noyce disposed of the Frenchman Daniel Pean (Maico) after seven laps, and went on to take the checkered flag with a comfortable lead of about 150 yards.

Hakan Andersson did his bit for Sweden with third spot behind Pean, but again he had no one to back him up; next best Swede in 11th place was 250cc Husqvarna runner Hakan Carlqvist, still not 100 per cent fit after the crash at the beginning of the season which left him in hospital for weeks. Torleif Hansen went out after a spill earlier on.

But with Malherbe taking fifth place behind Pean this time, DeCoster, 10th and van Velthoven, 12th, the Belgians were certainties for a team win.

Results

Race 1: 1. H. Andersson (Sweden, Mon); 2. A. Malherbe (Belgium, KTM); 3. T. DiStefano (USA, Suz); 4. P. Faeioli (Italy, Mail); 5. J. van Velthoven (Belgium, KTM); 6. S. Stackable (USA, Mail); 7. R. DeCoster (Belgium, Suz); 8. F. Kobele (West Germany, Mail); 9.



Steve Stackable was top American with a 6-10.

C. Maddii (Italy, Mail); 10. K. Howerton (USA, Hus); 11. J. Banks (GB, CCM); 12. H. Schmitz (West Germany, Mail); 13. A. Lindfors (Sweden, Hus); 14. J.P. Mingels (Belgium, Mon); 15. P. Boniface (France, KTM).

Race 2: 1. G. Noyce (GB, Mail); 2. J.J. Bruno (France, KTM); 3. Andersson; 4. D. Pean (France, Mail); 5. Malherbe; 6. N. Hudson (GB, Mail); 7. Banks; 8. A. Weil (West Germany, Mail); 9. Stackable; 10. DeCoster; 11. H. Carlqvist (Sweden, Hus); 12. van Velthoven; 13. DiStefano; 14. Mingels; 15. H. Schmitz; 17. A. Robertson (GB, Mon).

Overall: 1. Belgium, 42 points; 2. USA, 58; 3. Great Britain, 66; 4. Sweden, 73; 5. France, 74; 6. Italy, 76; 7. West Germany, 90.

Qualification Races (team times total, fastest laps of best three men, top seven teams to go to final): 1. France, 6m 39.9s; 2. Sweden, 6m 40s; 3. Belgium, 6m 40.3s; 4. USA, 6m 41.52; 5. West Germany, 6m 42.2s; 6. Great Britain, 6m 44.2s; 7. Italy, 6m 44.8s; 8. Holland, 6m 51.4s; 9. Finland, 6m 53.2s; 10. Denmark, 6m 53.6s; 11. Switzerland, 6m 54.2s; 12. Norwegian, 7m 01.8s.

Mauger wins fifth World Speedway Championship

By Stewart Boroughs

GOTHENBURG, SWEDEN, SEPT. 2
Ivan Mauger, who has come so near so often with three second places in the world speedway final, finally equalled the legendary Ove Fundin's record five world titles at Gothenburg's Ullevi Stadium.

For Mauger, 37, the only rider ever to win three titles consecutively in 1968, 1969 and 1970, the meeting was no walkover as he overcame some of the worst track conditions in the 32-year history of world finals to emerge the victory with 14 points.

A success which, with a Jawa also in third place, puts the Czech Jawa factory back on top of speedway in their needle match with the British Weslakes. Wessies came second and fourth.

England's favorite for a second win in the championship, Peter Collins, handicapped by a cracked fibia in his left leg, rode courageously to defend his world title and took runner-up position this year, just one point adrift.

Anders Michanek, too, struggled very much against the odds to repeat his win at Ullevi three years ago, his vital right foot broken and encased in a special support following a crash at Norrköping three weeks earlier. He finished a creditable sixth this time.

With rain wafting off the roof of the impressive-looking Ullevi Stadium, built 19 years ago for the world soccer finals, it was a determined Egon Muller of West Germany and twice world long track champion who opened the scoring in front of a 35,000-strong crowd.

Mauger was his main opposition and after teasing each other with a tape bending session it was Ivan who made the gate and shot away for the first of four wins.

Results

1. Ivan Mauger (14); 2. Peter Collins (13); 3. Ole Olsen (12); 4. Michael Lee (12); 5. Finn Thomsen (10); 6. Anders Michanek (9); 7. Egon Muller (8); 8. Bengt Jansson (8); 9. Billy Sanders (6); 10. Tommy Nilsson (6); 11. Bert Persson (6); 12. John Boulger (5); 13. Edward Janecz (4); 14. Jiri Stancl (3); 15. Jan Verner (1); Jan Mucha (1).

Hollister Hills plans published

Preliminary plans for future use and development of the 3347-acre Hollister Hills State Vehicular Recreation Area in San Benito County are now available for public inspection, California Parks and Recreation Director Russell Cahill announced September 13.

Interested citizens may see the plans at the Recreation Area office, eight miles south of Hollister on Cienega Road, at the Gabilan Mountains office in San Juan Bautista, at the District Office at 2211 Garden Road, Monterey, at all other state park district offices, and at the Distribution Center of the State Department of Parks and Recreation, 1416 Ninth Street, Sacramento, CA.

Cahill noted that this is the first state-operated vehicular recreation area funded from the special "green sticker" registration fees paid by off-road-vehicle owners.

"While the darkening energy picture has caused me to express some doubt as to the long-range future of this kind of recreation, I feel the state has made a commitment to this and other projects, a commitment I intend to carry out," Cahill said.

Plans call for continuing the existing off-road vehicle facilities, which include 2,200 acres devoted exclusively to off-road motorcycle riding, with nearly 85 miles of trails, nine hillclimbs, and four motorcycle tracks. The facilities also include 867 acres for competitive or club events for motorcycles or four-wheeled vehicles, and an obstacle course for four-wheeled vehicles.

Camping and picnic facilities include 125 family campsites, a group camp that will accommodate 60 persons, 25 family picnic sites, and a group picnic area that will accommodate 200 persons.

Cahill said additional restrooms will be built, and improvements are planned for concession facilities.

The report recommends that an old schoolhouse in the area be converted to a meeting hall for clubs and other groups.

Plans include a display center that would feature earthquake monitoring equipment. The Hollister area is the most active earthquake area in California.

"Hollister Hills will continue to be essentially a no-frills, off-road vehicle area," Cahill said, "with minimum facilities. Most of the recreation area will be kept in its present condition, and efforts will be made to prevent deterioration of the terrain. The main effort will be to provide for safe and efficient use of the area by motorcycles and four-wheel-drive vehicles."

Some of the improvements suggested during the public planning meetings have already been put into effect, such as better placement of one-way signs to minimize the chances of head-on collisions by motorcycles, and a motocross track.

The planning report recommends acquisition of land to connect the "Upper Ranch" and the "Lower Ranch," which are now completely separated. The Lower Ranch is primarily a general-use motorcycle park, and the Upper Ranch is used by motorcyclists and drivers of four-wheel-drive vehicles on alternate weekends by reservation.

Further information may be obtained from the Hollister Hills Planning Team, Department of Parks and Recreation, Box 2390, Sacramento, CA 95811, telephone (916) 445-7092.



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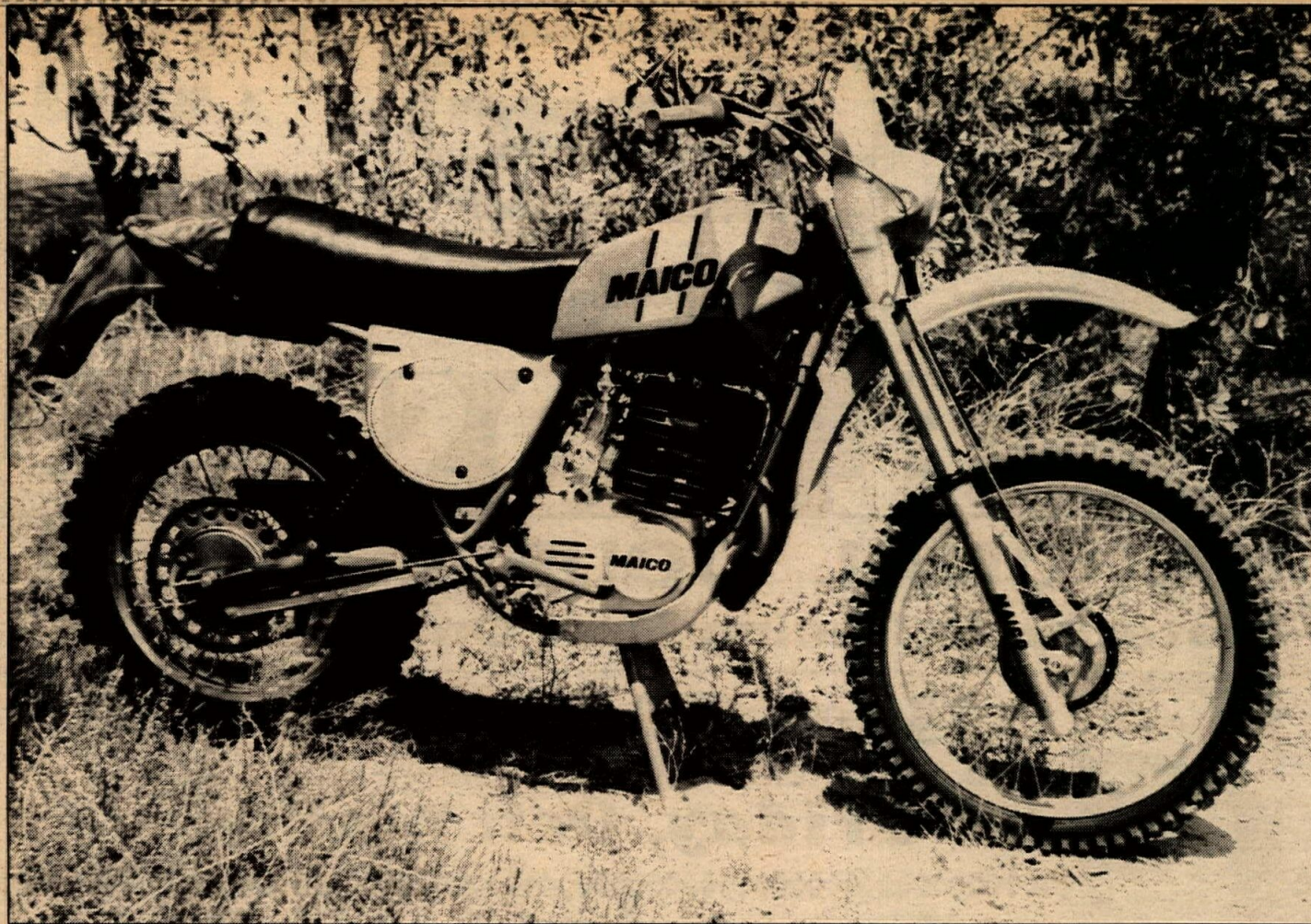
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PHOTOS BY KATHRYN EMBERTON AND HUETTER WITH THE FEARLESS TEST TEAM

Maico GS400: Motocross heritage produces a winning enduro bike

By John Huetter

As this is being written, four Maico GS400 motorcycles are being prepared by four American riders to compete in the 1977 International Six Days Trial, to be held in Czechoslovakia. This

effort will be the culmination of a year of testing, experience, and learning in the U.S. Two Day Qualifiers — the AMA Reliability Trials. During the last year, a strongly American-influenced latest version of the 386cc Maico Enduro took shape. Lars Larsson, long time Two Day and Six Day competitor, missed a Gold Medal in only two of all the Trials. The rear sprocket bolts came loose on his GS400. He ruefully admitted later that he had neglected to check them after the previous 12 days of competition.

The GS400 Enduro has been successful. To those familiar with the power characteristics and handling of the Adolf Weil Replica Maico 400 Motocross machine, it will be enough to know that the Enduro is that machine with lights, instruments, and a high pipe. For those who haven't had the experience of the AW400, well, we're here to tell how the Cross Country version works and, to our best ability, why.

It is hard to remain the objective, dispassionate tester in being involved with the GS400. Because it is crafted for perhaps the toughest competition arena in motorcycling — ISDT — its virtues are dramatic and any shortcomings, purely relative. The machine has a character that is unique, Teutonic, and purposeful.

The GS400 Maico is red, like all of the 1977-77½ Maicos. The angular alloy "coffin" tank has been enlarged to hold 11 liters (about 2.9 gallons). The frame, engine, suspension, seat and all functional running gear are identical to the motocross bike. A Falk flexible rear fender incorporating a

taillight, a combination headlight, horn and front numberplate arrangement, an aluminum skidplate, a centerstand, and a WheelSmith (American designed) high expansion chamber terminating in a very effective Skyway silencer make up the enduro package.

A higher final gearing and the Maico wide ratio gearbox impart slightly different characteristics to the engine's delivery of power but it is not all that different from the 400 motocrosser. That means that it accelerates very briskly in the lower gears: the wide ratio gearing works to give it exceptionally good mid-range power. While the first two gears are lower than on the current 400 MX, the 52-tooth rear sprocket reduces the abruptness of power delivery to the ground which means less wheelspin and more traction on the slick or cobbly parts of the course.

The shifting of the gearbox was faultless. No rider ever kicked it out of gear unintentionally as we have sometimes discovered on other Maicos. Actually, the transmission is well-proven. It is the same as first appeared in the 400 and 450 five-speed Maicos back in 1975. The enduro application results in a bike that gets through the gears up to fifth very briskly, especially for a wide ratio box.

The only significant criticism of the Maico GS400's performance was that it felt like it should go faster at flat out top end. There was a limit to the rpm the engine could achieve in fifth. Our initial impression was that the Bing Type II 36mm carb and the silencer were limiting the maximum output.

By the end of the test, we had come to the conclusion, with some inputs from knowledgeable Maico types, that the pipe-silencer combined with the Bosch electronic ignition was responsible for cutting the top two to four horsepower off the dyno curve generated by the 400 motocrosser. Now before potential Six Days stars start moaning about the loss, listen up closely: It doesn't make any difference in 95% of riding applications. Peak horsepower determines only peak speed and despite the alcohol-fueled accounts of their 100 mph cross-country machines by your buddies, there are damn few off-road motorcycles in any state of preparation that will do over 80 mph and even fewer riders with the *cojones* and skill to ride them at those speeds.

The tradeoff is that the Skyway silencer allows the Maico to pass the sound tests at a Trial with ease. The Bosch electronic ignition, currently found only on the GS models, allows the rider to start the Maico with one kick after a night in the cold and make it the required distance from impound within one minute of his start time. The high pipe, while originally designed for maximum effectiveness on the 400 Motocross, does not get flattened out when the 9.25 inches of front and rear suspension travel are put to use.

Our original suspect in the rpm theft was the Type II Bing, you'll remember. We had identified some problems with it during the AW250 test (All Maicos use the 36mm Bing with jetting differences by displacement.) and felt that the "old" Bing worked more consistently. Maico levied a requirement on Bing to get their act together; essentially conforming to the Maicowerke specs. They have made what seem to be the necessary changes in slide cutaway, needle shape, and jet sizes. As one result, every bike that uses a Bing carb should benefit.

The torque curve of the GS400 builds strongly and stays virtually flat over a 4000 rpm band of operation. That is the significant thing for enduro and cross-country riding, whether in deep sand or thick woods. Coupled with the crisp shifting, the powerband and the delivery of that

power to the ground seem to make the GS400 mistake-proof. You can be a gear off on the gnarliest uphill and still make it. You can hit a rock and get airborne in a low traction situation, downshift in the air, and continue in your chosen direction without ruffling the engine or yourself.

Riders started asking if the cylinder was the same as the motocrosser. Did the GS have a heavier flywheel? The answers are "Yes" and "No." That long stroke 386cc engine covers a multitude of rider sins. The 83mm stroke and an overall engine design slanted toward low rpm power output make this motor work, and work very well, for enduro and cross-country. The Bosch electronic ignition helps with a strong low and midrange rpm spark up to about 6500 rpm where it advances automatically. There is a crisp, responsive feel to the Magura throttle in the lower four gears.

But what all riders carried away from their jaunts on the GS400 was not the overwhelming power, etc., etc. There are lots of 400s that can make the same power. The thing that makes this machine special is... the handling. It is superior to just about any Enduro/Trials mount available in the U.S. We can think of only one serious rival: KTM, which embodies a different approach but is still a motocrosser with lights and a WR transmission.

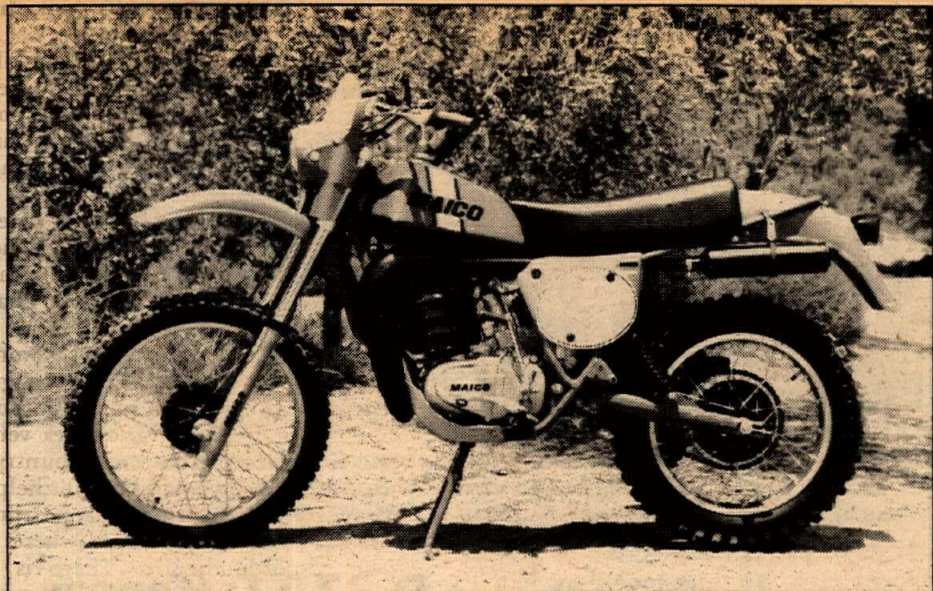
Top-ranked enduro rider Gary Woodling came back from a short spin on the GS400 with one definitive comment: "That thing turns!" Not only does the Maico GS turn, it goes straight with incredible sensitivity and little wear and tear on the rider. The handling of the GS400 seems better suited to American enduro conditions even than to American motocross tracks. Perhaps that is because many European motocross circuits, where it was developed, are closer to enduro terrain than the graded loops of U.S. motocross tracks. The steering is really right-feeling.

The only drawback to its cornering is that it *feels* high, higher than the motocross model. Of course, it isn't. The chassis and suspension are the same but there is more weight carried higher. The ground clearance is still 10 inches. The long-legged feeling takes some getting used to, especially on tight trail twisting and tree-dodging. On the other hand, the machine slides very nicely. The motorcycle feels longer-coupled than its 57-inch wheelbase would indicate. The magic of the Maico frame geometry seems to be working again.

There was a wide range of comments on the Maico's suspension. One rider felt that the suspension was "impeccable." Another claimed it was "excellent." The Fearless Freelance Test Team member who rode it the hardest and the longest had this to say: "The front forks are just outstanding."

We can say with some assurance that the GS400 suspension is absolutely enduro state of the art and fantastic for its application. The usable and used travel were exactly to factory claims of 9.25 inches front and rear. Everybody agreed it was the right amount of travel and getting agreement on suspension is a major accomplishment in itself these months. The front fork has been slightly modified internally and the fork sliders have been turned down to within a half-ounce of the works magnesium sliders even though they are still aluminum. Unsprung weight has been reduced by the new magnesium brake backing plate. The action of the fork is bind-free and smooth as squeezing toothpaste.

The gas-charged Girling dampers bolted to the swingarm are supposedly designed to Maico specifications. They



What Adolph Weil might ride if he were Dick Bursleson. The Maico GS 400 is an enduro bike with motocross soul. (Right) The 386cc long stroke motor is sparked by a Bosch electronic ignition and an improved Bing carburetor. Sidecase differences include an enclosed countershaft sprocket.

didn't fade and worked very well over a couple of hours of flat-out racing. Their longevity was better than we can remember with any prior Girling gas shocks. Both ends of the GS400 are suspended in an absolutely first class manner. It is exactly the motocross suspension.

The ultimate lure of this Maico, however, is how well the chassis and suspension work together. You can get into outrageous trouble and the bike would solve the problem before you soiled your shorts. In one instance, a rider got sideways while negotiating a stretch of three foot deep whoop-de-dos at about 40 mph. There was just time to realize that the end was near when the GS400 touched down, rebounded, straightened out and continued through the whoops. White knuckle, yes. Endo, no.

Most things worked well on the GS400, especially things that need to work. The brakes fit the bike's needs very nicely and were perhaps a little stronger than we remember on older models. Control was excellent as a rider could judge the lever or pedal pressure required to a fine edge after a short time in the saddle. The thin, hard-looking seat was quite comfortable, which was a pleasant surprise after some time spent on it. There was no awkward feeling with the bars which are tipped with new "Ergonomic" grips from Magura that are soft, hex-shaped, with enlarged centers supposedly the better to fit your paw. Dysfunctionally, the GS400 still features the old style Magura clutch and brake levers. They could really use some of the dog-leg type. Smaller hands can't make the connection when they get tired unless the levers are bent back at a bizarre angle. In general, however, the GS400 is undemanding of the rider and not at all difficult to ride competitively. Particularly impressive was its progress through high speed cobbly turns. There was little fuss even in the 50 mph range. So long as you could keep the handlebars pointed, it just went that way.

As to its enduro aspects, the VDO speedometer with resettable odometer is securely rubber-mounted behind the numberplate. The high pipe intended to overcome rough terrain pipe-flattening habits does make it harder to get to the cylinder head though. The paint burned off the pipe in a short while and the exit of the exhaust melts a concave indentation into the left side of the rear plastic fender. There is a plastic chainguard which looks effective in separating the wheel mud from the chain. The horn is feeble but enduro-legal as are both

lights. True, enduro bikes just need a light that is visible to the human eye in most cases. Its function is to pass technical inspection. The bike is street legal in most of Europe and some U.S. states.

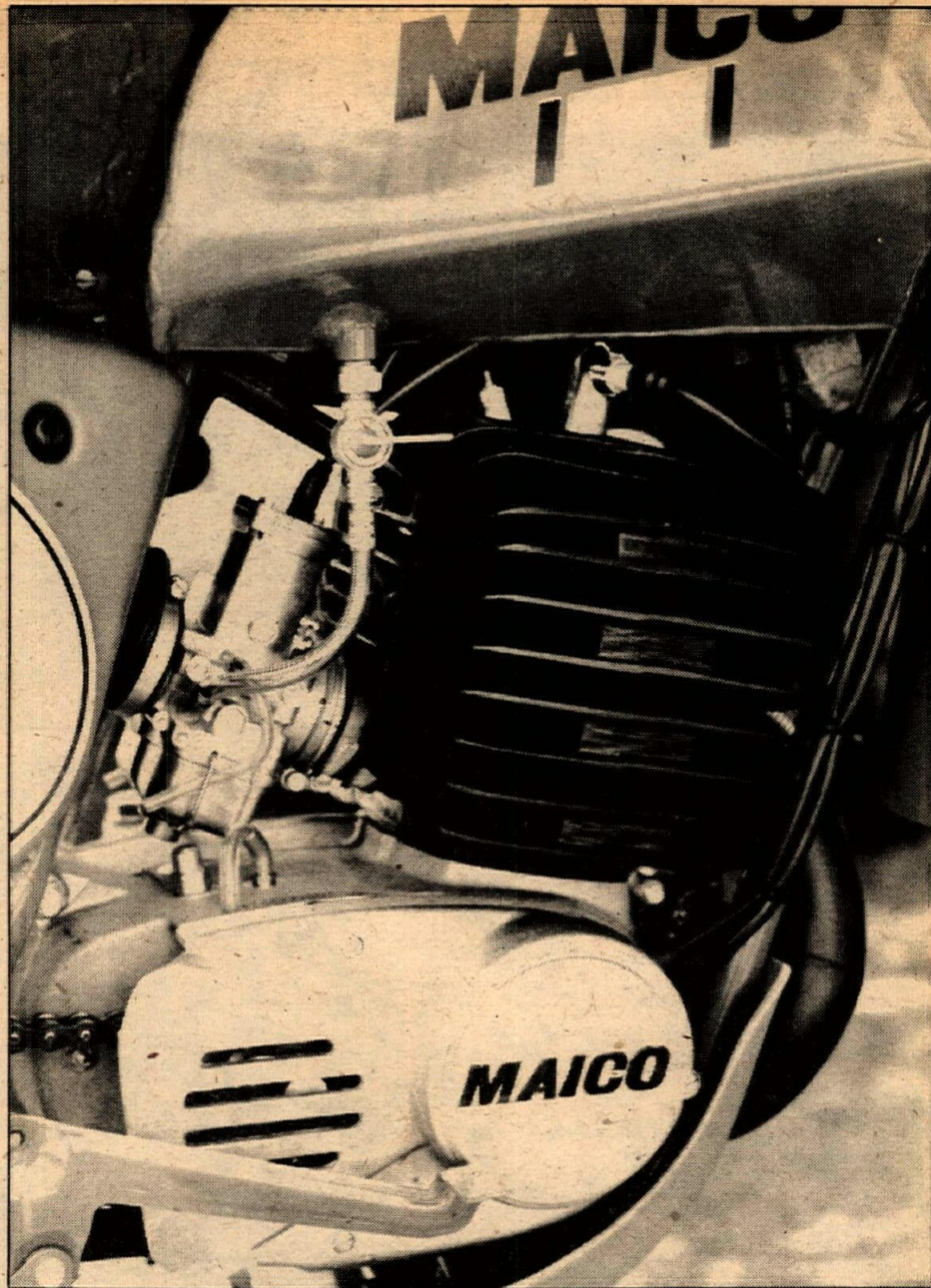
There are some things you start to take for granted on the Maico Enduro that would be add-ons to most motorcycles in this role. The Metzeler Six Days knobbies are excellent, long-lasting rubber that prove suitable for most terrains. Both the 3.00 X 21 in front and the 4.50 X 18 at the rear wrap around Akront "green label" alloy wheel rims. They are thicker and less prone to crack compared to the earlier "yellow label" rims.

The Twin Air polyurethane oiled foam air filter fits into the plastic still air box in a much neater fashion than before, even though the crimp in the airbox for the high pipe makes removal and insertion a bit tighter. It's no big thing however, and the fastener is improved.

The Bosch pointless electronic ignition has been mentioned in passing. It works very well and Maico reports zero failures of this unit. Its mentioned limitation is a self-advancing design that does not result in the optimum high speed spark (around 7000 rpm) for peak horsepower. Power delivery everywhere else in the powerband from 2500 rpm up is noticeably enhanced.

The venerable Maico 400 engine retained its long stroke design when other manufacturers were doing just the opposite in the name of progress and higher rpm. Now the most advanced designs for Grand Prix works bikes have returned to the undersquare bore and stroke approach in an effort to make some of that dyno-recorded crankshaft horsepower get to the track in a useful fashion. There is nothing "trick" about the Maico engine. It is a conventional piston port with the same cylinder holes for the last three model years. Primary drive is by triplex chain rather than gears. The clutch is composed of six sintel-coated driving discs and six steel driven discs in an oil bath. The design is old-fashioned by some standards; what the off-road racing world is coming to, when looked at from another angle. But it works. Horsepower, power delivery, torque are all there in competitive, and winning, amounts. It is all in keeping with the Maisch brothers' philosophy of evolutionary development of a reasonable idea; never change for its own sake.

Everything is on the Maico GS for function, some things because of their



applicability to more than one model; nothing because it's cute or "a sales feature."

There is quite a bit of gas cap leakage and still a slight oil seal leak around the kick start and shift lever, which seems to be a perennial Maico lower end feature. Topping up the lower end wouldn't be necessary for a Two Day Trial but for Six, it needs to be cured. Whether or not the gas lost through cap leakage is critical depends on two things: 1) If it gets on your thighs or other tender parts of your anatomy, and 2) How close you've shaved the distances between gas checkpoints and how far apart they are in absolute miles.

The only breakage on our test model was the padded hose clamp holding the Skyway silencer. In its second high speed outing, there was a long, slow seizure while running in deep sand. It felt like a heavy rubber band was pulling the Maico back. It restarted after some choice words and a few kicks and ran without fault the rest of the test period. Everything was done to order (oil ratio and so on) so we can only conclude we got it too hot too young in its life. Temporary metal trauma set in.

The challenge of a serious enduro or Two Day Trial is the ability to go very quickly regardless of your absolute speed, and to accomplish this meaningful progress in all terrains. The challenge to a machine and its manufacturer is to accomplish this with the minimum wear and tear on the rider given he has the riding skills. The GS400 Maico meets this challenge and goes a little beyond. It offers the full-on no-compromise motocross capability usually called for in the Special Tests, which increasingly have determined the overall and class winners of Two Day Trials. It does these things quietly and, based on experience to date, reliably. Twice,

Maico won the Manufacturer's Team Trophy in the U.S. Qualifiers. That means all their bikes had to finish well.

Tradeoffs to achieve an acceptable Enduro/Trial machine with the inherent nature of a motocrosser have been necessary but they do not appear to have affected critical areas. There are no flaws that cannot be remedied fairly cheaply and easily by a serious rider. And it is for the serious rider that the GS400 wide ratio Maico is intended. Of course, if you take your play-riding seriously, I suspect your Maico dealer would work something out for you. The bottom line is that the Maico 400 gives the enduro rider the maximum return for his effort...and maybe a little bonus in style.

Specifications

Engine	386cc two-stroke, air-cooled, piston port
Bore X Stroke	77mm X 83mm
Compression Ratio	12:1
Carburetion	36mm Bing V54 Type II
Air Filtration	Twin Air Oiled Foam Filter in plastic underseal still airbox
Ignition	Bosch electronic
Transmission	5-speed wide ratio: 1-N-2-3-4-5
Gear Ratios	2.98/2.17/1.65/1.25/1.00/1.00
Claimed Horsepower	Max 43 @ 6900
Actual Peak Horsepower	Rear wheel: 34 @ 6500
Frame	Full loop double cradle in chrome moly steel
Front suspension	Maico telescopic spring-oil fork with 9.25 inches travel
Rear suspension	Girling gas-charged dampers cantilever mounted to swingarm rotating on needle bearings for 9.25 inches travel
Wheelbase	57 inches +/- 1 inch
Ground clearance	10.2 inches
Seat height	36 inches
Dry Weight	235.4 pounds
Wet weight, ready to ride	256.5 pounds
Front wheel/tire	Akront alloy rim with Metzeler 3.00 X 21 Six Days Knobby
Rear wheel/tire	Akront alloy rim laced to magnesium hub with Metzeler 4.50 X 18 Six Days Knobby
Fuel capacity	2.9 gallons U.S. (11 liters)
Oil capacity	800cc 20W-50
Recommended retail price, both coasts	\$1999

Western hotline



(Above) The 250 Juniors attack Ascot's adobe course. Jeff Bednorz (20V) wound up second overall. (Below) Joe Pena is still winning DeAnza MX in his 50's.



Breker on Top at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, SEPT. 11

Goat Breker, now mounted on a potent new 250 Husky, took clear command of DeAnza's pro class Sunday. At the start of moto one, however, he was in the back seat behind Danny Jean (Suz). Last week's winner, Drew Nelson, was way back in seventh place as they came around for the first lap. It wasn't long until Nelson put his Suzuki in fourth behind Jean, Breker and Bill Peltó (Yam). As the race went on, Breker applied more and more pressure to Jean, who was beginning to tire. This continued until lap seven, when Breker made his move and captured the lead. Riding with the smoothness that marks him as one of the top riders in this area, Breker soon established a healthy lead. The distance between first and second place remained great until the white flag lap, when Breker got a little too radical and dropped it.

Jean realized his opportunity and got on the gas, but Breker was too fast. The Husky rider managed to get up and remount before Jean covered the distance. Breker went on to the checkered flag ahead of Jean, Peltó, Nelson and Keith Patten (Yam).

In round two, it was Nelson's turn. He grabbed the lead and took off with it. Breker soon worked himself into second, but Nelson was long gone. Breker knew that he still had first overall, so he paced himself throughout the race. In the closing laps, the two leaders were side by side, but Nelson still got the moto two win. Peltó again was third with Jean in fourth and Patten fifth. Overall standings went Breker, Nelson, Peltó, Jean and Patten.

The 125 Pros were once again taken by Steve Bauer (Suz). He swept two straight wins followed, as he has been in past weeks, by Clint Carman (Yam). A new name at DeAnza, Vince Van Hook (Yam) scored 3-3 for third overall.

Henry Marmolejo is going to be one of the names to watch for in the future at DeAnza. He and his Suzuki never gave any one else a chance in the 250



All of the D-37 riders who went to the Amateur Scrambles Championship in Kansas, Aug. 27-28, pose at Elsinore. Jeff Springman (3x) won the 250cc class in the final.

Novice class. All three motos saw him way out in front, taking top honors from Paul Nagel (Suz) and Robert Ripley (Suz).

Danny Burtt, who is usually terrorizing the 125 Intermediates, tried his hand in the 250 class this week. He must have gotten along well with his new Suzuki, as he went to three firsts, making it look easy. Mark Detter (Suz) went 3-2-5 for second overall ahead of Vincent Gonzales (Suz) and Roy "Cowboy" Burton (Suz).

To wind it up, the 250 Beginners were taken by Ivan Zuniga (Suz), but not without some stiff competition from 53 year-old Joe Pena and his CZ. Pena took the first moto but followed up with a third and a second which put him behind Zuniga's two firsts and one second. Robert Baadilla (Hon) got third.

Results in Results Section.

Lopez tops four-man battle at CMC Ascot MX

By Rico

GARDENA, CA, SEPT. 15

A good crowd of 125 Pro riders attacked the adobe track and Ray Lopez rolled away with top honors. The first moto saw a battle between Lopez, Cliff Lett, Glen Page and Bill Barlow go down to the wire. Page flew his Honda to the front of the pack with Lett, Lopez and Barlow in hot pursuit. Lopez caught Lett and Page sleeping in the north turn and jumped into the lead for keeps. Lett and Barlow both passed Page on the last lap.

Barlow sprinted his YZ to a holeshot in the second moto with Lopez and Lett pushing hard. In the third lap, Lopez caught Barlow on the giant ramp jump and pulled away. Lett was able to get by Barlow and finish second for the evening.

The 250 Pro race once again turned out to be a brother act as Tim Lunde (1-3) chased his brother Chuck (2-1) around the adobe track, besting him in the first moto but falling short in the second, trailing brother Chuck and Joe Plante (3-2).

Gardena racer Luke Messer (1-2) jumped on his big bore Maico and rode to first place in the 500 Pros. Dale Anderson (5-1), also Maico mounted, was able to scoop up second place money.

Bobby Ott was the hotshoe in the mini class as he smoked the usual large crowd of racers. Ott rode his Yamaha to runaway victories in both motos.

Ascot will run every Thursday night straight through October. A question is in the air as to whether the motocross races will keep their Thursday night format or switch to Saturday mornings for winter season — so riders be ready to vote.

D-37 TT: Kansas winners honored; Tidwell returns

By Maureen Lee

PERRIS, CA, SEPT. 11

It was back to Perris for District 37 scrambles riders on Sunday with the Lightweights M.C.

Since one of the District's own came home from the National Amateur Championship Scrambles in Kansas as the 250cc National Champion, he and the rest of our riders who went were honored trackside while the watering truck made its rounds.

National champ Jeff Springman was all smiles as he and the others lined up for pictures. Along with Jeff some of the others had brought along their trophies. Those with trophies were Don Frauenberger, Tony Walton and Rex Hailey riding for Orange County Cycle; Dave Peters for Harry Foster Triumph and Bud Carroll for Champion Frames.

Besides cheers and applause the riders were presented with a huge motorcycle and flag decorated cake and two magnums of champagne. Needless to say those were whisked back under cover until the days' racing was over; then enjoyed in the clubhouse.

Not only did we have that happy occasion to share, but Mike Tidwell was back out and racing again. Last March he suffered severe spinal injuries in a crash at Sears Point while road racing that almost ended his racing career. It was really good to see him out again in the 250 Expert wars.

Tidwell won the first moto by going to the inside of Joe Steffan, who is really a neat racer to watch. Joe ended the day with three seconds and Jeff Springman showed up his championship form by winning the last two. Tidwell, who hasn't lost any of his style, has lost a lot of his strength and was wisely cooling it a bit and emerged third just ahead of Bud Carroll.

Sam Burns again won the 250 Amateur class. Gary Smith took second with three in a row. Dorothy Rowe, who is back from the AMA pro circuit with enough points to be a pro Junior, didn't have her usual good day. Like several others her neat little TT rig wasn't set up to handle the only bumpy section going into turn one.

While we're mentioning the track. It was good on Sunday, better than the last time out according to riders.

Enough 500-Open Novices showed up to have heats and a main. In the second heat, no one, winners included, were having more fun than the three in the back, Bob Riggs on his Matchless, Carl Pfetzing (Yam) and Ed Bearcroft on an A-Jay. In the main it looked like Jim Morris's race — he



PHOTO BY JERRY GOLDSTEIN

Scott Meyer (17H) claimed the overall 125 Junior title at the South Bay MX Summer Series.

had the track wired first heat — and shot off the line to lead the charge through the sweeper. But his bike broke and Jim Throne, who was storming along right behind, took over.

The 500 Experts had Bultaco Honcho Mike Hannon out for some TT practice before the upcoming Olympiad, and also Eddie Lawson was out for a fun Sunday. Didn't turn into too much fun for Eddie; his bike had problems in the main. Mike didn't fair too badly at all; top riders never do even if they don't TT for a while. In the semi he really came smoking up through the pack in spite of starting way back with a handicap. He'd already qualified for the main in his heat with a third but just needed the extra track time. Who won the main? Don "T-Bone" Grigsby, natch and those bumps in turn one didn't slow him down any.

Organizationally, the Lightweights can't be beat and may they have tons and tons more of TT's — we need 'em. And we have a little scoop hot off the wire from the Dirt Diggers: next year's Dinosaur race is all set for Perris, and it will be a two-day event.

Results in Results Section.

CMC Summer Series; who won what?

By Rod Eschenburg

CHULA VISTA, CA, SEPT. 7
Speedway 117 completed its most successful Summer Series in its four-year history with over 180 riders racing.

Traditionally, the 125 Junior crown was a cliff-hanger as Steve Galea had a two point lead over Scott Meyer going into the final round. Meyer scored a convincing two moto sweep while Galea could do no better than fourth and Allan Fox almost nipped Galea for second place points with a runner-up finish. This is the second championship for 15-year-old Meyer. He was the Mini Champ in 1975.

Steve Pata (Hon) closed the 250 Junior season with two straight class wins, but Scott McGervey held on to the class championship victory. McGervey is definitely one to watch, because he has only been riding for eight months, and switched to Harley-Davidson in midseason, too! Three riders, Keith Lynas, Matt Carter and

FREE?

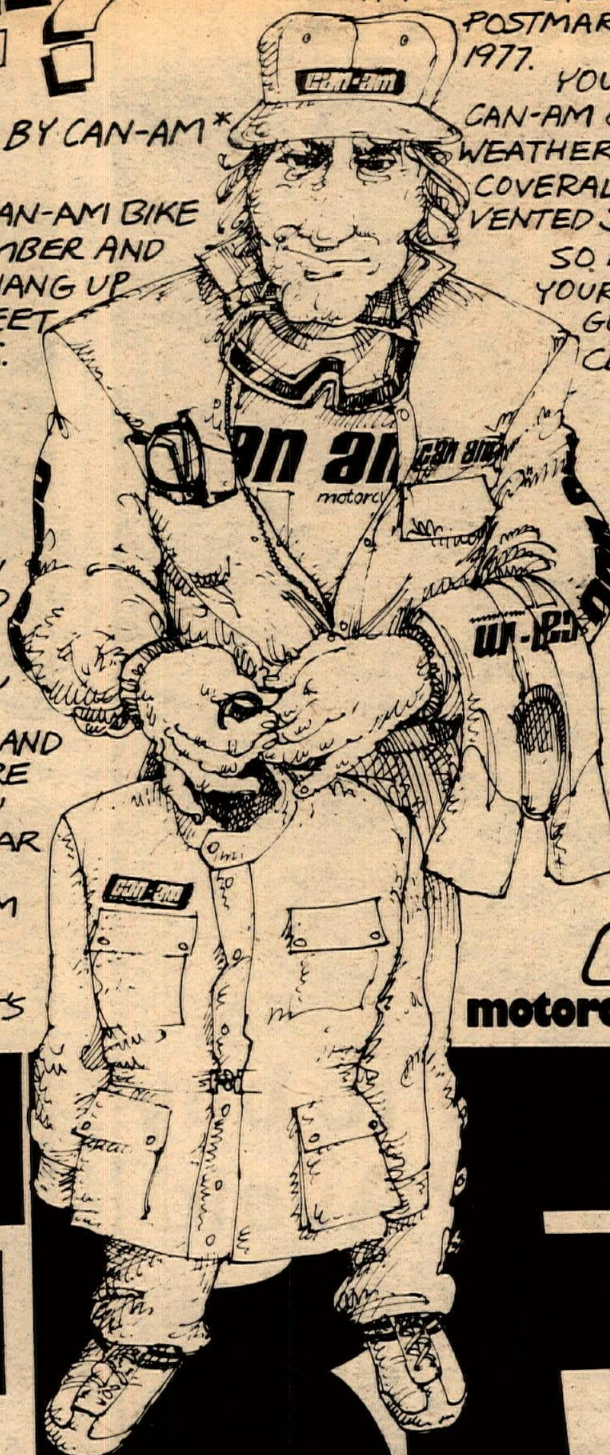
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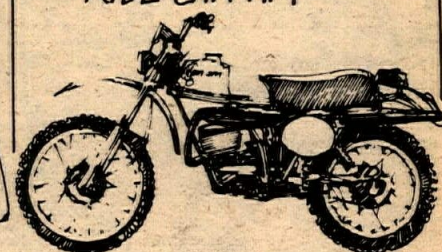
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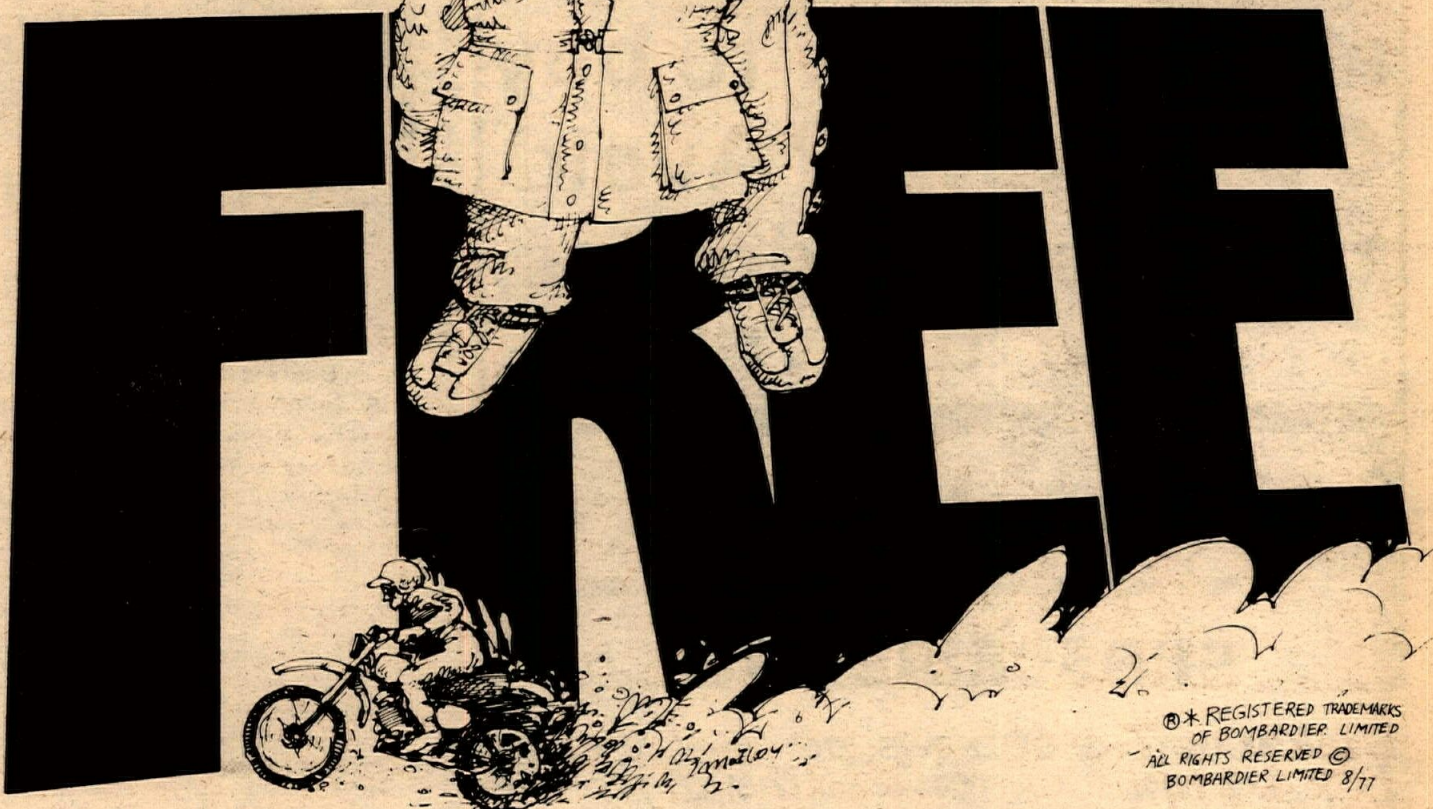
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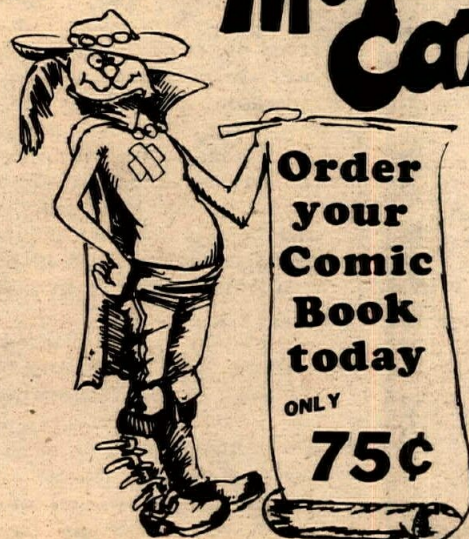


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PHOTO BY JACK WRIGHT

Johanna Stenerson got really stylish in the 250 Intermediates at Saddleback Saturday MX Sept. 10. A first moto crash kept her down in the standings.



PHOTO BY JERRY GOLDSTEIN

Aaron Bassett was an easy winner in the Summer Series 250 Pro class.

Ric Secor were all bunched two points apart for third place. When it was over, Carter had bested Lynas by one position. The 125 Juniors had a total of 156 riders during the series and the 250 Juniors matched 123 riders.

It was just like the old days with 50 500 Juniors battling it out. Wes Maine (Suz) was almost unbeatable until late season and coasted to an easy first over late closing Craig Infeld (KTM).

Three outstanding new Intermediate riders on Yamaha — Don Fuller in the 125s, Skip Wamsley in the 250s and Frank Duran in the 500s won championships.

125 Pros produced the best battle, with Yamaha-mounted Terry Shekell topping last year's champ John Tessitore. New pro Tony Gomez served notice of things to come with a fine third after moving up in midseason. Dave Gerig had it all his way in the 500s. New 500 Pro Chris Chaffee had a whirlwind three straight win streak which brought him in second in the final standings; and since he was only two points back in the intermediates when he moved up, he still finished third in that division for the year!

Speedway 117 initiated the 3-Wheeler ATC races this year and produced some interesting results with former motocrosser Mark Weixeldorfer being upset in the final race of the season for the championship by newcomer Gary Brown. Over 100 different riders competed for the top honors in the

four different divisions, plus a Powder Puff class.

Speedway 117 goes on an every other week schedule for the Fall and Winter. Next race will be September 21 with all summer season awards being presented at intermission and a party, with a band, to follow after the racing is completed.

Results in Results Section.

Jannings, Shoemaker claim wins at AME night MX

By Lee Taylor

VALENCIA, CA, SEPT. 9
Andy Jannings (Yam-Bill Krause) took the overall win in the 500 Pros in what had to be one of the cliff hangers of all times. Dave Haugh took the lead in the first moto with Kurt Bledsoe right behind him, Ken Zahrt (Bul) in third and Jannings running fourth. Haugh managed to stretch out a nice lead for himself as a tight race for third developed between Jannings, Steve Kelso and Dean Taylor (Mon-Viva Dist.). Zahrt had started to close on Haugh and was right on top of him. Bledsoe moved into third and held his position through the end of the moto.

The second time off the line, Jannings took control with Bledsoe in second, Haugh running third and Zahrt in fourth. Zahrt, moving up fast, took over third with Bledsoe fighting to hold him off. When the winning checkered flag came out, Jannings flew across the line for top money in his class, Bledsoe took second overall and third went to Zahrt.

For the 250 Pros, Mike Shoemaker (Yam-Shoemaker & Int. M/C) led the pack up the hill at the start of the first moto, on his way to the overall win. Paul Lane (Yam-DG) was holding in tight in second place with Andy Jannings in third and Ernie Hendricks running fourth. Shoemaker and Lane had a duel for first that continued down to the wire. Jannings and Hendricks had their own battle going for third with Jannings holding third to the end of the moto.

The second time out, Haugh took over after a considerable amount of trouble in his first moto. Shoemaker



PHOTOS BY LEE TAYLOR

Spectators at the AME motocross were treated to poetry in motion.



Kurt Bledsoe (3E) leads Andy Jannings and Dean Taylor during the AME 500 Pro clash. Jannings won, Bledsoe took second.

was running a close second with Jannings in third, Lane in fourth and Greg Torgerson, running his first Pro moto, in fifth. Coming around for the checkered flag Shoemaker was closing fast on Haugh, but not enough to take over. No problem for Shoemaker however, as he took home first place loot for the class, second overall going to Haugh and third to Jannings.

Results in Results Section.

AME gives out Bosch prizes and wins to Hansen, Simons

By Lee Taylor

VALENCIA, CA, SEPT. 11

A huge group of riders, families and friends turned out to race and witness the Trophy Presentation and Grand Prize Drawing for the Bosch '77 Summer Series. In the drawing for the Grand Prizes, Jeff McMillan drew the lucky number for the Honda Odyssey, Jerry Irelan took home the ATC 90, Richard Ising claimed the Honda Express, and Pete Snorteland won a pair of Luft shocks.

A field of 30 riders in the 250 Pro class stormed off the line, led by Clark Jones with Ken Zahrt running second and Donnie Hansen in third, on his way to back to back wins for the day.

Monte McCoy (KTM-Mid-Valley), moving up fast, took the lead with Hansen (Yam-Int. M.C.) in close for second. Hansen moved on by for the lead heading along the fence line. At the end of the moto, Hansen took the number one slot, McCoy was there for second and third went to Zahrt.

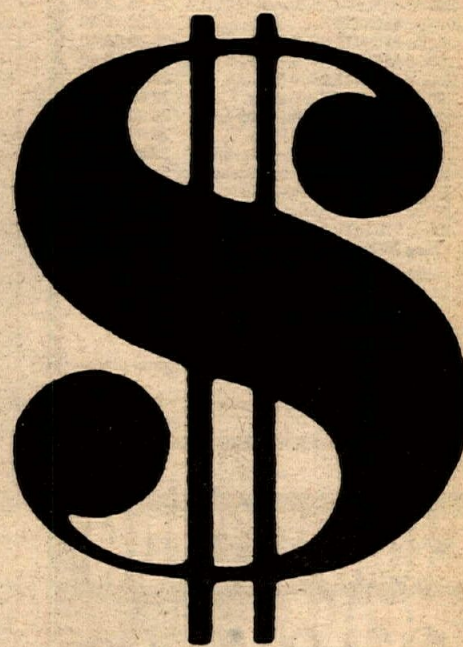
The second time off the line, McCoy's stablemate, Tracy Oswell grabbed the holeshot with Hansen in second. By the end of the first lap, Hansen had taken over the lead, Oswell was holding second and Zahrt was flying in third. Shoemaker was running fourth with McCoy breathing down his jersey. McCoy moved on by and started challenging Zahrt. McCoy finally made his way past and set out for Hansen. McCoy started to gain ground as Hansen slowed a bit. Heading into the winning checkered flag, Hansen held his ground for a beautiful victory. McCoy, who won the 500 Pros, crossed over to second overall and Zahrt took third.

Close to 30 pros crowded the line for the 125 Pro race. This turned out to be a race between two brothers, Nick and Jim Hale. Nick led the pack off the line with Tim Locey right behind him and Willy Simons in third. Locey, pushing hard, moved on by for the lead on the back section of the track.

The second time out, Simons took over with Bobby Kline running second, back in the race after seizing in his first moto. Locey had the third place slot sewed up with Nick Hale

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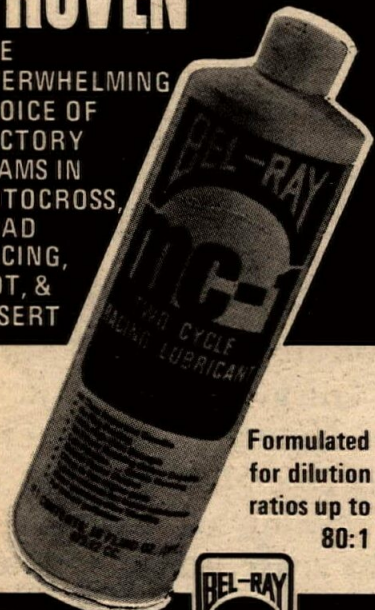
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Junior Cycle riders Todd Walsh (13) and Josh Price square off at AME's Youth Division night race.



Close relationships at AME. Monte McCoy (83H) tangles with Thad Friday, while Jerry Asher (90) ignores it.

running fourth. With Simons out in front, and Kline secure in second, the battle was one of two brothers, Nick and Jim. Side by side they charged, out to take Kline. By the end of the moto, Simons sailed across to take the overall win. Nick Hale beat out his brother Jim for second.

Results in Results Section.

Larson leads AME Youth MX

By Judy Greenberg

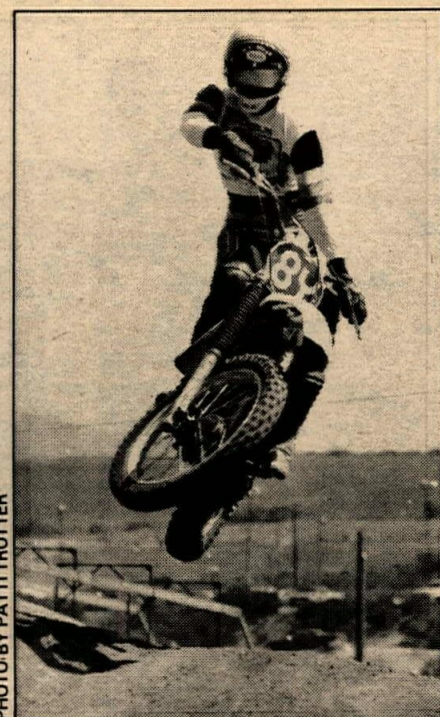
VALENCIA, CA, SEPT. 9

Todd Larson's 2-2 ride gave him the overall win in the 83cc 12 and over Beginners, at AME Youth Division, Indian Dunes. As moto one got underway, Craig Powell held the early lead with Larson on his tail. It wasn't long before Richard Wander plowed through to take the lead, leaving Powell and Larson still battling. From there on, Wander built his lead to win the moto. Powell went down in the tower turn, giving Larson an unchallenged second, while Jon Deno moved in to finish third.

The second time out, Wander had the holeshot. Rodger Brennan was breathing down his neck from the start, but as they rounded the first turn, both riders went down. Larson took over the front position followed by Powell and Deno. With some temporary bike trouble, Larson fell back to third and found himself in a battle with Rob Mullins. Larson was coming on strong again, moving closer to Deno, but Deno was concentrating on trying to get first from Powell. The Deno-Powell battle was at its height, when Deno ran out of gas with only two laps to go. Powell took the win, with Larson not far behind.

With a 2-1 finish, Doug Peters won the 9-11 83cc Beginners. Todd Walsh (Verdugo Hills Suz) was the front runner in the first moto. Peters worked every angle as he tried to get by, but Walsh shut him off. The two riders were handlebar to handlebar as they soared downhill heading for the corkscrew, but Walsh took the inside to maintain his lead. Darrin Vester (Vesters Watch Repair) rode a steady third as he kept Mark Foulk behind him.

Peters charged off the line to lead the second moto. This time positions



Dave Miller was stylish until a busted chain dropped him from the 250 Pros.

were reversed and Walsh had his work cut out trying to get by Peters. In the back of the pack, Pete Pesky (Pesky's Suz) had a tight race going on with Ricky Sharp (Sharps Cabinets), while Foulk, Vester and Darrin Smith scrambled in the middle of the troops. Walsh made a final attempt to move on Peters, before the white flag came out, and went down leaving Peters an easy win. Foulk and Vester finished second and third, giving Foulk the second overall.

Results in Results Section.

CMC Carlsbad MX gets "Tomahawk" Croft attack

By Patti Trotter

CARLSBAD, CA, SEPT. 11

Honda-riding Tommy Croft catapulted off the gate and blasted around the track to lead the whole Open Pro race. Mike McGowen (Hus) held second until the ninth lap, when Robert Marino (Yam) moved in with Dave Miller (Yam) capturing third. McGowen was at this point in fourth. Scott Miller (Yam) and Bob Maxwell (Mai) had the next places. Marino locked up second, well behind Croft, with Dave Miller and McGowen having a good battle for third. Miller crossed the finish line before McGowen.

Croft again took care of business in the second moto and showed all why he is someone to reckon with. This was the first time Tommy had been to Carlsbad since the Hang Ten U.S.G.P. when he ripped up the International class. Marino again took second with McGowen getting third in this race and overall.

Moto Meister-sponsored Dale Anderson engineered his box stock 250 red racer off the line and around the reversed track with a pack of wide open riders after him. Hondaman Warren Reid wasted no time in piloting his Jon R.-tuned mount to the lead position. Alan Smith (Hus) followed Warren, filling the second slot. Anderson, Dave Miller (Yam), Allen Berluti (Hus) and CBM rider Wes Sutton were next. Miller began putting the moves on Smith when a



PHOTO BY PATTI TROTTER

Tommy Croft came down out of the clouds long enough to win the CMC Carlsbad Open Pro class.

thrown chain put him out. Berluti worked his way to third. Anderson, Sutton and Joe Santich (Suz) finished next.

Bart Rague, riding for Escondido Suzuki, swooped the holeshot in the second round but Reid had the lead by the time the riders started their assault on the uphill. With Reid in the lead, Anderson moved into second. Sutton, Berluti, Rague and Smith were next. On the fourth lap Smith had gotten to fourth and on lap six pushed Berluti and Sutton back to the three/four positions.

The most exciting race of the day was the first moto of the 125 Pros. Cliff Lett aboard one of Kelvin Franks "Roo's" got going first with Terry Shekell (Yam) and former Roo rider Tommy Croft smoking right behind him. The brothers Wanket, Tony and Peter were next on their Yamahas. Tony Wanket systematically picked off the riders until he was the leader. Lett was second and holding off the advances of the second Roo. Croft and Lett went up the ledge together but Lett was able to stay in second, but only by inches. The four lead bikes were so close that for several laps it was anyone's race. When it was all over the front runners were Wanket, Lett, Wanket, Croft and Shekell.

Shekell started the second race only to have Lett take the lead by the time the first lap was over. Peter Wanket had the lead by lap six. Lett was second with Tony Wanket third. Croft had the next slot. On the 10th lap as Cliff and Tony were slamming into the sweeper in front of the grandstands Tony took a tighter line and captured second. Now it was Wanket and Wanket and Roo and Roo, and that's how it ended. Tony Wanket got the overall with Peter and Cliff in the next places.

Results in Results Section.

Nobody collects Ascot MX Lunde bounty

By Rico

GARDENA, CA, SEPT. 8

Ascot Speedway was alive Thursday night with 2,500

spectators on hand to celebrate Criss-Cross productions' Annual Fox-Hunt. Over 165 riders took part in the CMC-sanctioned night motocross event.

The highlight of the evening was the 250 Pro class race. A \$50 bounty was placed on Tim Lunde. Lunde has dominated both the 125cc and 250cc races throughout much of the Ascot season and many of the area's hottest riders were on hand to wrestle first place honors away from the South Bay flash.

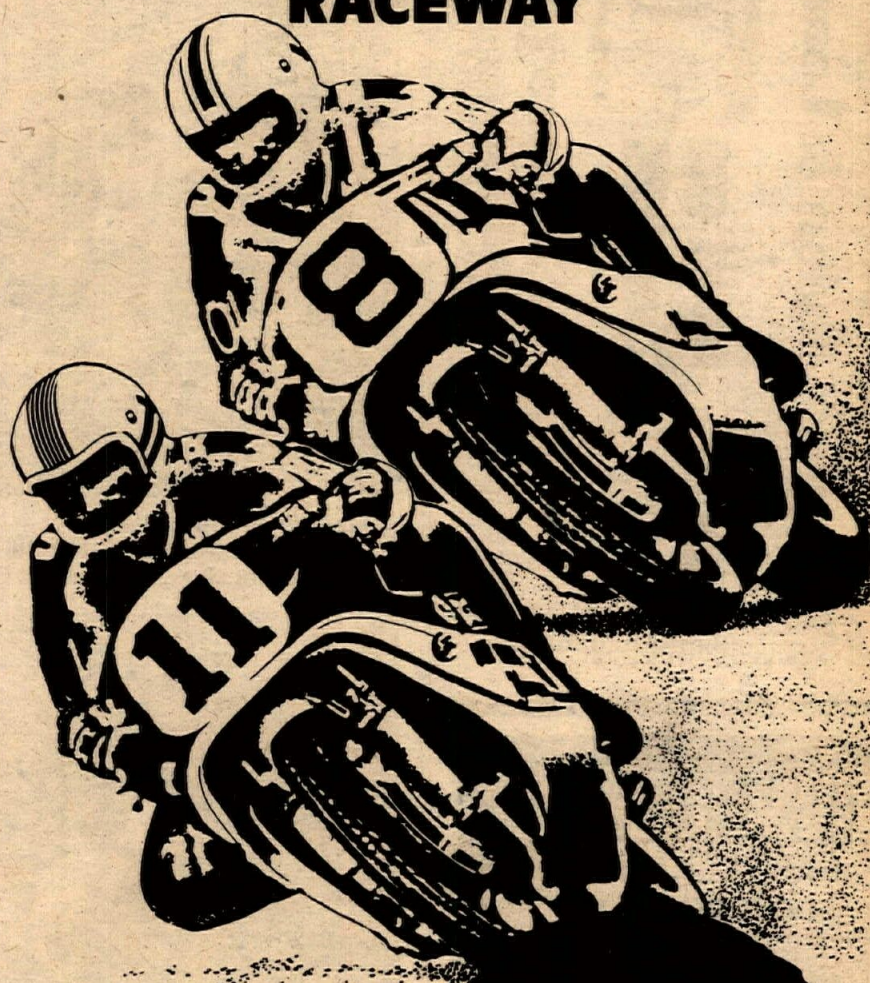
At the drop of the gate for the first moto it looked as if the reward money would stay in the Lunde family as Tim's brother Chuck, riding a Maico, jumped out to a first turn lead. He kept the German bike out in front of the pack throughout the moto with Joe Plante and "Flyin" Joe Johnson digging it up for second place, Plante pulling it out at the wire. Tim Lunde was able to take advantage of a last turn pile-up to slip by for a fourth place finish.

The second moto had the crowd on their feet with Tim Lunde pulling out a holeshot with Johnson taking his Ossa Phantom into second place. Suzuki rider Gary Denton slipped by Johnson on the second lap when a hard landing off the TT jump collapsed the Ossa rider's handlebars. Lunde and Denton were never more than a yard apart as they flew around the adobe track. Both riders gave it their best with Lunde coming out on top. The second moto victory gave Lunde first overall. Danny Westergaard used two second place finishes to grab first place overall in the 125 Pro class. The first moto saw Glen Page pilot his Honda to first place ahead of Westergaard and Yamaha-mounted Roger Bartling. The second moto was a crowd pleaser as Jeff Hollie came from a bad start to take a hard fought first. Glenn Page took second place bucks with a fourth place finish in the second moto and Roger Bartling hooked third place money.

Rick Blackwell extended his winning streak to four straight as he topped the 500 Pros. Blackwell trailed KTM rider Bill Rubly across the finish line in the first moto but he was able to bounce back and win the second moto, giving him first place overall.

Results in Results Section.

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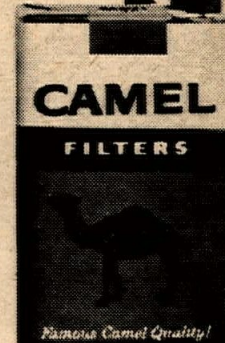
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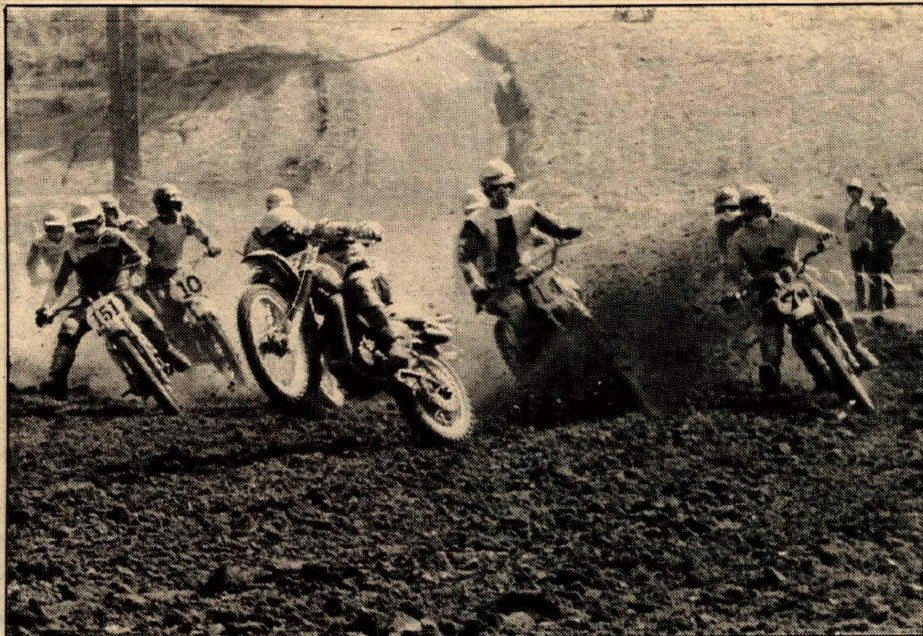
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(Above) Rick Burgett rockets — literally — off the Fox Hollow start. Jeff Howard (151), Mark Sun (10), Bill Cook (L4) and Richard Earle (7m) follow.
(Below) Mark Grayson chases Burgett in the 250 Pros.



PHOTOS BY JAN NEWMAN

Joyce yielded to Turner in the third lap and Burgett squeaked by in the ninth lap. At the flag Turner and Burgett were fender to fender and only two lengths back Joyce and Gregson ended their fight just as close. Joyce's 3-1 record took the win.

Mark Gregson led the first 250 moto but Burgett kept poking at him until he got by. David Taylor was running a close third until he went down, winding up fifth. Jeff Jennings took over the third place finish.

It was Burgett out front with Gregson chasing as they pulled away in the second moto. Ron Turner followed in third all the way. Jeff Jennings moved by Taylor halfway through to finish fourth.

Burgett owned the Open class outright from the outset. Phil Oveland motored around in second all night with a 1971 CZ (1969 Frame). Barney Newman worked up from a 10th place scratch to finish third in the first round. With a better scratch in the second round he was in a position to challenge Oveland. He got too greedy and went over a berm, yielding to both Clay Azar and Rick Benek, who held him off to the flag. Burgett was out front far enough to give the crowd a one man show of wheelies, cross-ups, etc.

Results in Results Section.

NW Challenge MX round five: That was the week that was

By Jan Newman

WOODBURN, OR, SEPT. 10

Fox Hollow was the site of the fifth and final race of the \$10,000 NW Challenge of MX Colt 45 Pro Series. Rick Burgett was the big money winner, taking nearly 20% of the \$10,000 purse, while a lot of other riders earned a little cash along the way. There was a lot of good racing, new friends were made, and a few ideas for making next year's event even better were stumbled upon.

The most serious accident of the week occurred when our bewhiskered announcer, Rob Tice, was headed for Delta Park's event. He pushed his luck and bike too far, losing both and crashing. A shattered collar bone and messed up finger kept him at home for the last two races. Bob (Action Oz) Osborne filled in all the quiet spots almost like a real announcer.

The 125 Pros were led into the first turn by Ron Dimeo, Mark Gregson, Mark Sun and Rick Burgett. Soon Gregson was in front and pulling away. That's when he got in trouble. There is one section of the track where four humps make it look like the riders are on pogo sticks. Gregson decided to try to take the second and third jumps in one leap. It didn't quite work. By the time he reached the final jump he and his bike both bounced and rolled over and over, while three-fourths of the pack went by. He bravely returned to the fray but soon retired with blown shocks.

That pogo section doomed Bill Joyce, also. During practice an alternate line around the whoops was used by many of the riders. Nothing was spelled out in the riders meeting and he thought it was a legal line until he was docked a lap for "course cutting." The detour dropped him from third to fifteenth. Burgett went

NW Challenge MX round four: If it's Thursday, this must be Delta

By Jan Newman

PORTLAND, OR, SEPT. 8

Portland International Raceway hosted round four of the CMC Northwest Challenge of MX at Delta Park and fans got more of the super action they've come to expect in the last few days.

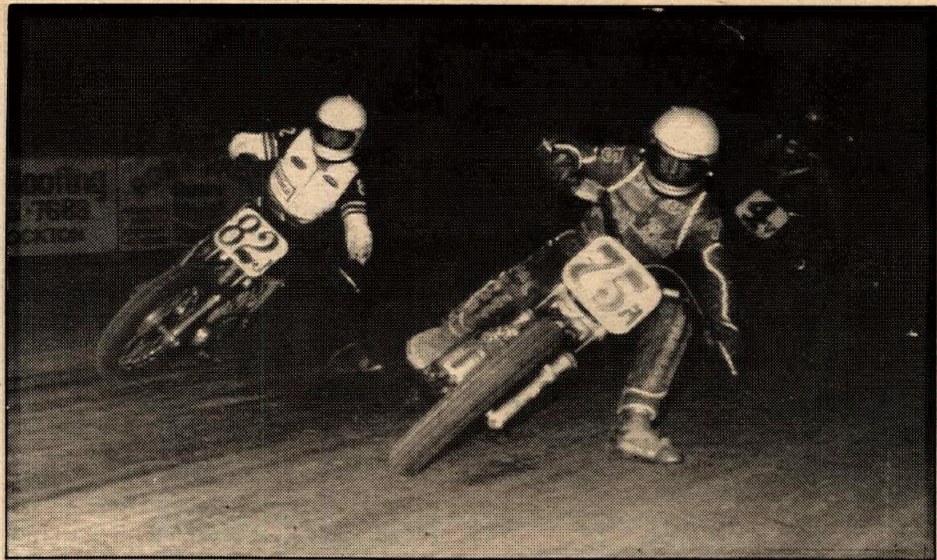
Some of the racers are becoming recognized by name and number as they go around the track. Many were introduced at a banquet hosted by the Colt 45 Malt Liquor folks who co-sponsor the series.

The MX people were absolutely delighted to partake of free grub to express their gratitude to the Colt 45

reps who, like most people, knew nothing about MX when they first took a chance on it. They stood out in the mud, dust or whatever to watch every race of the series, became enthusiastic fans, and are looking forward to next year. Their suds are good, too (no bull).

Back to the action. When the 125 Pro class roared into the first turn Mark Gregson led the wedge, with Bill Joyce hooked to his back fender. Gregson dumped it for an instant and Joyce whipped to the lead. Gregson was back up to haunt him to the flag, but couldn't pass. Ron Dimeo came in third.

The second 125 moto was one of those for which the phrase "white knuckler" was invented. Out of the first turn Bill Joyce, Ron Turner, Rick Burgett, Mark Gregson, and Ron Dimeo charged away into a moto long battle and only Dimeo gave an inch by the checkered flag. Delta Park has been shortened by the removal of one switchback loop, and these guys were cutting laps in 38 seconds through an array of other riders of varying speeds and abilities, yet everyone came out unscathed and positions weren't lost in the traffic.



KR-sponsored Jeff Haney dominated the 250 Experts during the first four days of the Valley short track series.

on to win, followed by Pat Jacobson who had chewed at Burgett's lead until they came across the flag head to head.

Dimeo, Neal Snarr, and Burgett got the shot in the second round. In the second lap Burgett took the lead and left all the action behind him. Ron Turner and Pat Jacobson got by Dimeo to start nagging at Snarr for second. Both nailed him on the same straight to deal with each other the rest of the way. Turner had a good hold on second at the one lap flag, then disappeared halfway through the lap. He was spotted pushing his defunct bike at the base of the first uphill. Jacobson and Snarr held in for second and third.

The 250 Pros were led by Gregson and Burgett in a "now it's Mark, now it's Rick, now it's Mark" battle all the way through the first moto, well ahead of the masses. Even in the final lap they were side by side as Gregson tried to make it "Now it's Mark" at the flag. Rick held it, though. Pat Jacobson enjoyed a comfortable third until he lost his seat three-fourths of the way through. That cost him. Monty Mitchell held off a charge by Bob Elliott, which started on the first lap, to nab third.

Gregson dominated the second moto all the way. Tad Gumbmann followed to the flag. Burgett pulled in third.

Burgett leaped into a big lead in the Open class while the rest of the crew sorted themselves out. After a couple of laps Barney Newman and Bill Cook moved by Richard Earle and set out for Jeff Howard. Newman passed both in the pogo jumps, then Cook followed him by Howard. Rick had a big lead, but on the last lap a flat rear tire slowed him enough for Newman to go by. Monty Mitchell suffered a lost seat in this moto, too, but a pit stop and a roll of duct tape restored it.

On the second race Burgett was long gone again as Rick Benek, Phil Oveland, Newman, and Cook argued behind him for several laps. Newman moved into second again and was eating away at Burgett's time when the halfway signal came out. On the next lap he slowed, scrutinized the rear wheel and pulled off with a flat. Oveland chased Cook the rest of the way.

A drawing among the riders who had entered all five races brought Bill Cook \$250, Phil Oveland \$150, and Skeet Hise \$100.

Oveland became a hit through the week on his circa 1971 CZ. When asked why he still rides it he replied, "I like beating people on it."

Results in Results Section.

Haney, Chandler win Valley ST Series

By W.H. Spencer

It was the Fifth Annual Valley Series and the most successful as the Newman track picked up some riders and the Oakdale and two Lodi races saw record crowds with over 300 riders in the Sunday night affair. The series was an unqualified success for District 36 short track racing.

NEWMAN, CA, SEPT. 2

Northern California's newest short track still needs a lot of work but it's definitely going to be ready to go for next season. Tracy Hays swooped up the first two small bore mains with back to back, wire to wire wins over Doug Chandler.

Mark Andris and Tich Thurman continued to dog each other in the 100 Novice and Dewey Presses won the 125 Novice go over Thurman and Jeff Mason. Bob Trono won his 125 Expert heat race but his rear wheel stuck during the main, after he had supposedly fixed it, and Randy Taylor and John Pittman took the money and ran. Dave Boyles held the win in the 125 Jr over Joey Jaconetti.

Freddie Crabaugh beat out sizzlers Dave Zizzo and John Anderson for the 250 Novice honors.

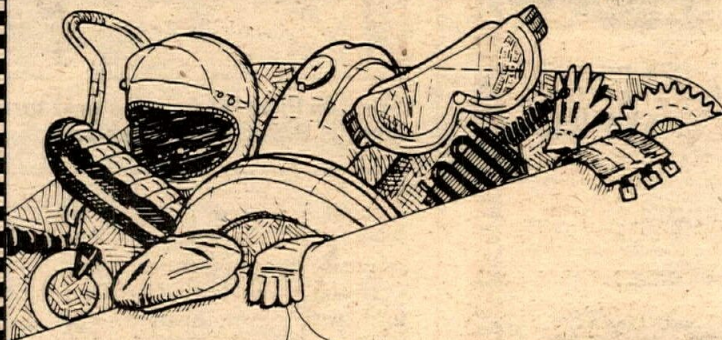
The 250 Expert was a real thriller with Jeff Haney heading up the payoff line. Haney, on his KR Racing monoshock Yamaha, has been turning away all customers for the last three weeks. Brian Thompson and Jimbo Filice stayed in the groove for the next two spots with Rick Woods holding off Trono for his first-ever white plate points on a standard KR/ND Yamaha.

OAKDALE, CA, SEPT 3

Over 200 riders and nearly 1,000 spectators made for a second great night of racing at the Pioneer Arena with a well-done track by owner/operator Jerry Griffith. Jerry wants to sell or lease the track now that he is heading up KR Racing effort.

Jeff "The Jet" Haney was up to his usual tricks, with lots of action in heat racing and mains since Alex Jorgenson was off the Camel Pro Series. Jimbo Filice led the first lap on the ND Yamaha, but ever-present Alex made a good move and passed but found

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NORTHERN DATELINE



PHOTO BY KEN STOUT

The 125 Pros hit Argyll's first turn. Cantaloupi (4), Dana Waxham (65) and Dennis Brand are the leaders.

himself repassed the very next lap. Alex got back past the 14-year-old sensation for good the next lap.

In the main Haney jetted off the line and was never headed with Brian Thompson once again second and Filice third. Jorgy came from the back to pressure the kid and when the kid blew it, throwing his Boss frame on the deck, Alex had his wheel on the wrong side and very nearly ate the wall. Jimbo surprised a lot of closed eyes when he saved it and only lost one spot to Mike Delacy. He copped it back to still take third with Jorgy fourth.

Ricky Burton resurrected a Gringo for the 360 Novice win over Joe Leduc. Kent McConnell tripped over from Santa Rosa to win the Juniors over Steve Ebright.

Dennis Huff was out celebrating his new baby with a win in the 360 Expert on the Huff Cycle Bultaco over Steve Ferroni's Honda, also a proud father of late. John Tavis took a third, then came right back on his 400 monoshock Yamaha and won the 500 Expert over Jim Mahoney. Jim Patterson surprised himself by not crashing and won the 500 Novice/Junior over Rod McCollough and Jeff Huggins.

LODI, CA, SEPT. 4

This had to be one of Lodi Cycle Bowl's biggest (301 riders) nights in years.

There was a race at the Salinas airport earlier and Doug Chandler won both 80 and 100 Expert. He did likewise at Lodi.

In the 250 Expert Main the start told the tale with Kim Jorgensen repairing a broken case to take the lead over big-brother Alex. Filice kept up good pressure on Alex but couldn't pass.

LODI, CA, SEPT. 5

The 80 Experts lined up for a real biggie and Mark Key came out the big winner over a refurbished Bill Arbogast and Greg Brewer. Tracy Hays finished a distant fourth.

Doug Chandler got on his 100cc Yamaha monoshocker and promptly took over the point lead he hadn't held in quite some time. Mark Key took a second.

Despite problems in the 250 Expert race, the checkered fell to Alex Jorgensen, who took second overall money in the series. The win dropped Filice to third and made Haney the big winner. Mickey Krusemann held the front row for the second spot with Geoff Lowe third in front of Haney and Dave Ryan.

The problem came when the starter signalled to three riders in the front row who were over the front line. His first indication were for riders 1-2-4 to go back but when they wouldn't and he went to get them to move, he went for the first three and the third kid hadn't moved. That is what was protested but no outcome on the overall as the race was run.

A King of the Hole race saw Kim Jorgensen get an early lead, but he made one mistake and let big brother Alex by and collect the big bucks.

Results in Results Section.

Jorgy and Jimbo smoke Valley short tracks

By Ann Carr

NEWMAN & OAKDALE, CA,
SEPT. 9-10

Although rider participation was down following the four Labor Day races, competition was at a premium as D-36 flat trackers indicated they wanted more short trackin'. Alex "Jorgy" Jorgensen, the master, and Jim "Jimbo" Felice, the young veteran at 14 years and already an expert, smoked the ever exciting 250 Experts in respective main events. Jorgy nailed the start at Newman and proceeded to run away while Jimbo reciprocated at Pioneer. Only Rusty Davis, with two seconds, and Jeff Haney, with a third and fifth, could maintain consistency between the two races.

In the mini ranks Doug Chandler stretched his hold on mini number one by winning both classes both nights. Some new faces dotted the winner's circle. Jack Barton, of Salinas, picked off two seconds in the 100 Expert main, while Larry Dunnagan took his first 80 Expert trophy at Oakdale. Novices Jeff Tillery and Randy Lagamarsino swapped 80 Novice wins while Glenn Keema and Shaun Reyna beat the juniors.

Turlock's Jeff Mason continued to dominate the 125 Novices but received strong challenges from Charles McCleary and Gary Hegwood.

Jorgy's Can-Ams commanded the 250 Junior troops, with near-expert Richard Arnaiz the only one to earn a win. Stockton's Gary "Go get 'em" Gallagher rode hard to a second and third while Manteca's Gabe Burrola

entered trophy row with a fourth at Pioneer.

Racing on the oval will continue at Newman through September 30th. Both tracks will feature rough track action in October.

Results in Results Section.

No surprises: Waxham wins 125 Pro at Sacto MX

By Sallee Hilton

SACRAMENTO, CA, SEPT. 9

Dana Waxham (Suz) didn't surprise anybody by winning the 125 Pro cash with firsts in all three motos. Randy Chapman (Suz) had three second-place finishes. In the 250 Pro class it was no more of a surprise to see Danny "Magoo" Chandler (KTM) get three wins to be top dog, with Kendall Powers (Yam) taking second overall. Jeff Anselmo (Mai) was the triple crown winner of the Open Pros and Shawn Hybarger (Yam) had the three second places.

An apparent crowd pleaser was the Old Timers race. With the Veterans out of the way in a race of their own this time, the "old" guys got a chance to show what they can do. Gene Kelso (Yam), a Junior, got off the line first and held on to his lead against pressure from the only intermediate rider on the track, John McClure (Yam). Running third, second junior, all the way was Ray Nelson (Yam). Billy Hilton held down the third junior position, following all the Yamahas on a home made Honzuki (or Suzonda) built and owned by fourth-place runner Jesse Dean who rode a Yamaha. The second moto was almost a replay of the first at its finish, but with more mixing it up beforehand. This time McClure was fourth overall and Gordon Miller (Tri) took fourth junior. The third moto was the real kicker. After Kelso again got out front, he slid out and Dean and Hilton followed McClure by him. With McClure a safe distance ahead, and obviously planning on keeping it that way, the heavy racing was going on between Dean and Hilton. Those two, in their race for what they thought was second place (neither one knew it was McClure in front of them) swapped places, raced over jumps and around tight turns side by side. Finally Dean got some distance and had a clean first going with the checkered flag in sight. But, Dean went down with only about two feet to go before crossing that magic line that proclaims winners, and Hilton and Kelso both went by. Kelso got the overall win and trophy, with Hilton picking up second.

Results in Results Section.

Cantaloupi, Miller and Klassen big winners at CMC White Knuckle National MX

By Sallee Hilton

DIXON, CA, SEPT. 4-5

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PHOTO BY GREG NEUKAM

(Above) Donnie Cantaloupi, White Knuckle 125 Pro winner, leaves his mark on a berm. (Below) Mike Hershman (1) is pressured by Danny Turner during the White Knuckle 250 Pros.



PHOTO BY JOHN THERRIQUET

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The Monday afternoon pro show began the first 30-minute moto for the Open class riders roaring away from the gate. When they got themselves sorted out, Phil Douglas (Suz) and Jerome Heiberger (Mai), both from San Jose, were out ahead after getting around Jim Fisk (Yam). All three took turns leading and crashing until Bob Myers (Mai) got ahead of them. Heiberger and Douglas developed mechanical problems and were out of the running. Meanwhile, Darrell Shultz, on a Bultaco for Euro-Cycles, had been making his way to the

foreground, as had Parry Klassen (Yam) after starting out about 20th. Some super racing developed when these two, along with Dan Waller (Mai) all came together going for the third place spot in the white flag lap. The results at the end of that lap were a DNF for Waller, a fourth for Shultz and Klassen taking third. Myers was still in the lead with Fisk second.

Douglas again was the early leader in the second moto, but Klassen took the lead away from him and held on to it for the overall win. Heiberger had his work cut out after a mid-pack start, but he did a good job of it

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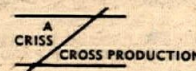


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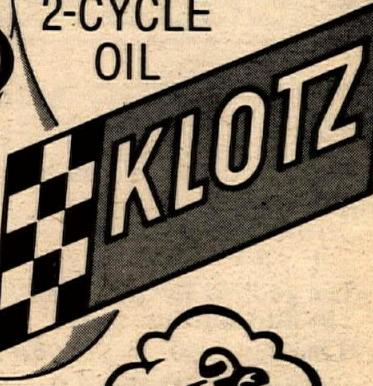
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NORTHERN DATELINE



(Above) A happy winner, Don Fuller is glad to be back into the pits after he stung the Bees' Widowmaker. (Below) The Widowmaker Desert Classic was full of dust, bushes and some of the happiest riders around. (Bottom) Scott Statham, fourth overall, gets checked off at the end of loop one.



getting by Myers and then Douglas to capture second place. Shultz had maintained a fifth most of the way through and finished in that position. Myers picked up the second of the eight paying places. Shultz got third overall, Fisk fourth, and Brian Jodry (Mai) fifth.

Dan Turner (Kaw) and Dan "Magoo" Chandler (KTM), favored to win in the 250 class, each took a moto win, but Southern Californian Dave Miller (Yam) got the overall. After leading the first four laps of the first moto, Magoo crashed and missed a couple laps, barely able to get in there

for a 21st finish. Mike Hersman (Hus) CMC North's number one rider, had been running second and took over the lead when Magoo went down. Dan Turner started about 10th but managed to catch up to Hersman and take the lead away in time for the checkered. Miller finished third in this one and Allen Berluti (Hus) was quite a ways back but fourth. Turner had lapped all but eight of the finishers in a field of 36 entrants.

Hersman led the second moto for awhile before Magoo motored on by, gaining the lead and eventually the win. Hersman hung in there as second

runner while Miller was slowly but surely making his way to the front runners. Just before Hersman got the white flag, Miller took him, and the finish went down Magoo, Miller, Hersman, Turner (who had been in third and second before sliding out and dropping back) and Berluti in fifth. Miller went home with the lion's share of the \$1200 for the class with Hersman being paid for second overall. Turner cashed in third, Berluti fourth and Dave Wood (Yam) fifth. Magoo made the final paying spot with eighth overall.

Terry Clark and his Kawasaki finished second in both 125 motos. Dana Waxham (Suz) and Donnie Cantaloupi (Yam) each had a moto win and a third. The three-way tie was broken by second moto finish, giving Cantaloupi the win, Clark second overall and Waxham third.

Waxham led all the way in the first moto while the second spot got all the traffic. Jim Wooten (Suz) held it for a few laps before dropping off the pace. Then it was Dennis Brand's (Suz) turn for a few more laps before Cantaloupi took it over. Clark had moved up to third and was applying the pressure to Cantaloupi. In the last lap, Cantaloupi had a little trouble getting by a lapped rider, and Clark pulled into second.

Cantaloupi got the holeshot and went all the way to the win in the second moto. Robert Norton (Yam) did an admirable job of chasing him for the first half of the race before appearing to tire. Clark and Waxham made it around Norton and Mike Preston (Suz) was still trying when the finish flag came out. Others in the pay line behind Cantaloupi, Clark and Waxham were: Rick Woodson (Suz), Brand (four and eight) and Preston.

Monday morning before the pros hit the track, the third and deciding moto was held for the Sportsman riders who had run two motos on Sunday. The 125, 250 and Open classes were competing for a Honda XR 75 to be given to the top winner in each class. Shane Hybarger (250 Novice Division III), Tim Mulvey (125 Intermediate Division I) and Bobby Collins (Open Intermediate) won the XRs.

Results in Results Section.

Fuller buzzes Bees Widowmaker

By Dorde Woodruff

SIMPSON SPRINGS, UT. SEPT. 4
Originally billed as a Hare and Hound, the Bees' new desert race had to be set as a Hare Scrambles by order of the BLM.

Two 40-mile loops took riders from the Pony Express route around Davis Mountain to the west.

Racers whipped through a field of sunflowers as Yamaha dealer Don Fuller got the holeshot. Don is known for riding fast in front if he doesn't crash. Pit Crews could follow the race through the Bees' unique broadcasting system. As checkpoints relayed news of the race's progress and breakdowns, the desert douncer, Jack Carlton, told the news over a public address.

Checkpoint one reported Don first, Idaho's Bob Sward second, Scott Statham third, all open class; 250 KTM pro Preston Gerber fourth, Utah's Kris Morgan fifth, Jay McGinnis sixth, prestons's brother Scott seventh, Kris' brother Kit eighth, Bill Hardman ninth and Kem England tenth.

Don reached Check 3, three-fourths of the way around the course in 50 minutes, as Kelly Rowley, the first Powderpuff, was reported through Check 1.

Fuller shot past the tires marking the home check, followed closely by Sward, Kris Morgan, Statham, and Preston Gerber.

On the second go-around Morgan passed Sward, who broke outside Check 1. Morgan saw a place to try and pass Fuller, pulled up next to him, and hit a big rock in the dust and silt. Next thing he knew a kind Honda rider was offering water. Kris got up and finished well, but behind the leaders.

Meanwhile the winning Novice, Dan Wade, came in from his one loop with Jerry Warren two minutes later.

Mark Jones, a Utah racer who went to work for Fox Shox after getting his engineer's degree, likes to come back to race when he can. He moved up to fifth place with Scott Gerber sixth. Jay McGinnis crashed. Kit Morgan was running seventh and Bill Hardman eighth.

The rocks behind Davis Mountain were covered with silt on the second go-around, the danger markers obscured. As his rivals broke Don Fuller slowed down his famous hell-bent pace.

Powderpuff Kelly Rowley, the only one of four to finish the well-pounded, silty course, came in off her one loop as Kris Morgan arrived at the third check of his second loop. Don Fuller won the race in 2 hr. 18 min. followed by Scott Statham and Preston Gerber at two-minute intervals. Scott Gerber came in fourth, followed by Kit Morgan and Bill Hardman, who founded the Desert Striders club but hadn't raced for two years. Mark Jones finished with a flat tire.

There were 143 finishers out of 155 riders.

Rocks caused most if not all of the crashes. The Bees knew the rocks were there, but did what they could with the territory available.

Results in Results Section.

Expert beats sponsor at Sand Hill MX

By Tom Anderson

BRENTWOOD, CA, SEPT. 2

Gary Johnson won everything he rode. The competition came from intermediate rider Jammin' John. The battles between these two were in the mini-money, the trophy dash and both motos.

Mini novice had a new winner, Moraga Coffee Shop sponsored Dave Parkening. This was Dave's first win.

Andrea Williams had competition from hard chargin' Kim Britz all the way. Third place Lazy Linda was on the gas, but could not work up.

Mark Pantell is really a hard rider and put together a combo to take the overall win. But look out for polite Bob Woods, who has improved greatly. He won the second moto after a terrific duel with Dave Bollenbach. I predict Bob Woods will win overall in two more rides.

Marty Lewis, who has not ridden for some time, put on a show with his Honda and won both O.T. Expert motos over Brian O'Hagan. Brian sponsored Marty and Marty dialed Brian in. Marty, next time put some number plates on your motor.

Results in Results Section.

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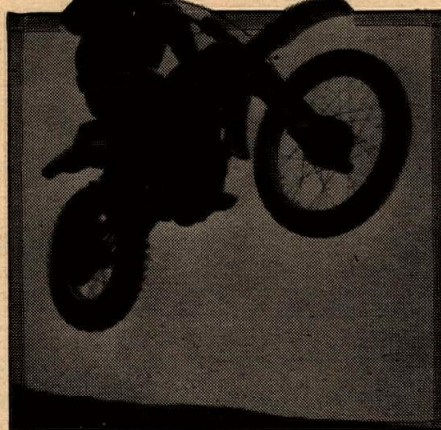
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PHOTOS BY GREG LABBE

Roger Brown won the first Rabbit Run Open Expert moto; mechanicals slowed him to eighth the second round.



PHOTOS BY DON CLERY

On the Crested Butte Enduro trail.

A.C. Bakken returns; wins amateur class?

By Don Clery

CRESTED BUTTE, CO, AUG. 28
Over 260 riders of varying abilities showed up for the second annual Crested Butte Mountain Enduro. "Rocks" was the cuss-word. Within five miles of the start you could see more than 50 riders at a time scattered hither and yon in an attempt to top the rocky Paradise Bowl. For some 25 it was futile; that set the stage for another 100 miles of rocky road.

California guest rider A.C. Bakken and partner Marc Cartwright fared well until Cartwright's bike augered. A.C. went on to win the Open Amateur class (that he inadvertently signed up in).

Weather was fantastic, unlike last year's snowy fiasco. A little bit of snow was still lying around on the north side of the 13,000 foot peaks and the temperature was great for riding. Colorado Springs rider and current point leader in the SRAC Enduro circuit, Steve Mathieson (Pen), won first overall with a convincing 11 points. Second overall and first Open Expert was Chadren, Nebraska's Floyd Stretch with 16 points.

Good riders did well and thought the course was one of the best in the state, while the inexperienced riders and those with poor equipment either DQ'd or DNF'd and/or bitched.

Thirteen-year-old Loren Reindorph showed how it was done as she completed the 110-mile course in fine order. A standing ovation from race officials back at race headquarters made it all worth while for little Ms. Reindorph.

Drigan Weider flattened his front tire only two miles from the start but



Colorado whiz kid Boo Sticher (2) passed Ricky Kidd on the way to the Rabbit Run Open Expert win.

completed the entire circuit, losing only 41 points. Only three of the 15 entered 125s finished. Mike Stearn buzzed his Can Am over Pearl Pass to take the expert victory (and only finisher) while Jerry Uppersen came all the way from California to torture his body, but complete the series of rocky ups and downs. Eddy Ware, the local barber, completed the course with myriad points, but will probably become famous for his repetitious cry, "If you think these mountains are hard to ride a cycle up, try skiing down them in the winter!"

Results in Results Section.

Doss, Ogden, and Boo (who?) romp at Rabbit Run \$5,000 MX

By Greg Labbe

RICHARDSON, TX, SEPT. 4
High dollar local Pro motocross races are not all that uncommon in Texas. There are usually four or five each year at various tracks around the state. What is rare is if they ever make money. Rabbit Run, a track north of Dallas which will host a Trans-AMA this year on October 30th, held a \$5000 pro motocross, and fared no better financially than the other tracks. Because of a poor amateur turnout, they managed only to break even, which seemed to be enough to satisfy the track's management so long as the racing was good. The amateurs may not have shown, but, baby, did the pros turn out. It was the who's who of Texas motocross, plus some well known out of state riders, and one young unknown rider from Colorado who came as a complete surprise and shock to everyone.

The Open Experts set the tone for the day as they exploded off the line and through the first turn. Flying out of the second turn side by side came the two arch-rivals of Texas, Ricky Kidd (Hus) and Bobby Pickard (Pen). The Reamer and the Pick elbowed each other in every corner and rocketed full-throttle, side by side off of every jump. A year and a half ago these two riders would almost certainly have gone on to finish first and second, but a string of serious injuries for Pickard and Kidd's conditioning would not allow that today. Team Penton rider Roger Brown put his National expertise to work and by lap four had worked his way up from a mid-pack start to the heels of Kidd and Pickard. By the time the first moto was over the order read: Roger Brown first, 16 year-old Boo Sticher from Colorado second, and young up-and-coming Texas sensation



PHOTO BY REBECCA SANDS

The combined 250/Open Experts hit Kingfisher's first turn.

Monte Anderson third.

The second moto again saw Ricky Kidd in the lead, but by lap three Boo Sticher flew by and in spectacular style began putting air between himself and the rest of the pack. By lap 10, Roger Brown had broken free from the pack and began closing on young Sticher, but, as they have done all year, mechanical problems forced him to slow way down, eventually finishing eighth. The overall victory went to a very impressive Boo Sticher (2-1), followed by Randall Tarter (5-2), Dewitt Knox (4-3) and Roger Brown (1-8). Dickey Nowell was fifth with an 8-4 despite a first moto, first turn crash which left him half a lap down at the start.

FMF National rider Gary Ogden won the 250 Expert bash with ease by winning both motos and probably would have done likewise in the 125 Expert class had it not been for a second moto blown gearbox which left a gaping hole in the side of his Suzuki's cases. Californian Tim Lunde had the holeshot in the first 250 moto but it was extremely short-lived as Ogden shot by in turn three to a lead he never relinquished. Lunde stayed in second for most of the moto, but Glen Johnson worked his way through the pack and got by before the finish.

In the second moto it was Ogden wire to wire. Tim Lunde was in second place again, but this time he had his hands full with Dickey Nowell in a vicious pass and repass duel. Dickey eventually fell off the pace and Roger Brown came from deep in the pack to pass Lunde and finish second. Overall it was Ogden (1-1), Lunde (3-3), Glen Johnson (2-4), and a consistent Dave Boles (5-6). Marvelous Mel Newman, out of a cast just two weeks after cracking a vertebrae at the Houston 125 National, DNF'd the second moto, but was a surprising eighth in moto one. Quite a comeback!

The name of the game in the 125 class was finish. The nature of this track — wide open sixth gear straights in 100° heat and humongous jumps — caused untold destruction to engines, gearboxes and rear tires. There were seven flats in the second 125 moto alone.

Mike Brownlee (Suz) holeshot the pack at the start of the first moto, but Jimmy Martin took his Moto-Tex FMF Suzuki into the lead on lap one. By lap four Gary Ogden had moved into the lead with his berserko yet controlled style. Glen Johnson eventually got by Martin as well and kept Ogden in sight to finish second. Martin was third and Danny Doss worked his way up to fourth. At the frantic start of the second moto, Ogden slipped through the first turn first but high-sided (with a little help from his friends) in the second

turn and went down in a cloud of dust. He got back up and had berserked his way back up to 10th by the second lap, when his transmission went south. Meanwhile, Danny Weir had taken the lead and was trying to hold off a wild pack of screaming 125s. After a couple of laps Mike Jones (Hon) got by and began opening up an eight-second lead on the pack. On lap eight Mike seized and it was all over for him. Danny Doss was in the lead now and cooking it. Dicky Turnbo (Yam) was coming through the pack at an amazing clip and caught Doss with just four laps to go, but Danny wicked it up and pulled away to win the second moto and the overall cash with a 4-1 score. Turnbo finished second with a 6-2, Glen Johnson was third with a 2-6, and Danny Weir was fourth (7-7).

Results in Results Section.

Kingfisher MX: First goes to Cunningham

By Rebecca Sands

KINGFISHER, OK, SEPT. 4

At Kingfisher Motocross, the combined 250 and Open Expert class was led the first moto by John Goeller from start to finish, with Chris Cunningham (Suz), Bobby Sanford (Pen), and Tony McGugan in pursuit and finishing in that order. Goeller ate it around the first turn the second moto and Cunningham led the dusty way to first, with Sanford close behind, taking second with McGugan third.

Taking two wins, John Bryan (Mai) controlled the Open Novice class. Billy Westervelt (Yam) rode to two seconds and Harry Gifford took third overall.

Maybe they are over 30, but the riding in this class does nothing to prove it. Howard Musgrove (Mai), dialed in and flyin', rode in the lead until the last lap, when John Bryan (Mai) passed to take first. Mike McClusky (Yam) finished third, Jerry Morrison fourth.

History repeating itself, Musgrove led again until the last lap and was passed by Bryan who led across the checkers. Morrison took third overall, Cliff Springer fourth overall.

In the 125 Expert class, Wendell Woolard (Suz) rounded the first turn in the lead with Curtis Ross (Suz) nipping at his back tire. Ross passed, finding his spot the third lap and winning the first moto. In the second moto, Woolard again pulled the holeshot, leading three laps until again Ross passed to finish first.

Results in Results Section.

Desert Hotline

Stumbo takes first first at CRC

By Jerry G. Welton

LUCERNE, CA, SEPT. 18

Despite a two kick start, Phil Stumbo (400 KTM) managed to take the lead less than halfway around the first loop to finish first at CRC's hare scrambles at Lucerne.

Mark Zoller (400 Yam) jumped into the lead spot with Dave Wood (400 Yam), Chris Kallen (400 Yam), Steve Heinze (400 Yam), Stumbo, and Benny Padilla (400 YZ) following immediately behind. Padilla was holding off "Bad" Brad Henson (175).

After jumping out of the narrow rollers, Zoller set sail down a sandwash which led to a road that went cross grain with the desert. It was here where Zoller's machine decided to quit, which handed the lead to Wood.

Stumbo moved up past Kallen on the cross grain road and began to put the pressure on Wood. Just behind the three leaders, Padilla and Henson were still going at it.

Stumbo got by Wood with little trouble and began putting space between himself and the rest of the field.

Down a white sand road towards the next challenging part of the race, Kallen struck a rock and got off hard. He was unhurt but his bike could go no further, ending his first race of the season.

Henson and Padilla moved into second and third respectively with Monte Lee (250 Yam), Bill Tarling (250 KTM) and Tom Kelly (250 KTM), a short distance behind.

In a rough roller section, Monte Lee got into a jump too fast and unloaded. Tarling and Kelly slipped past.

After proceeding down the next sandwash, Tarling seized and Kelly moved into fourth. Tarling continued after waiting a minute or so for his engine to cool.

The white Clean Sweep jersey of Stumbo became visible as he approached the pits and cleared the last hill. Henson was about a minute behind Stumbo when he pulled into the pits. Padilla was in next, continuing on with a malfunctioning transmission. Kelly came through fourth with Wood following closely. Both recovering from earlier difficulties, Tarling and Lee were through next with Steve Heinze riding a comfortable eighth.

Stumbo and Henson never caught sight of one another and both were unchallenged for the remainder of the race. Further back, Kelly got past Padilla and his wounded scooter as did Tarling. In an effort to move up on Kelly and Tarling, Monte Lee was able to get past Wood.

The minis were required to only go one loop so at the end of 30 miles it was Kelly Kline (80 Yam) with the victory followed by Keith Loftin (80 Yam), Byron Van (80 Yam) and Brad Terpak, Jr. (80 Yam).

Stumbo popped over the hill and wheeled across the finish line for his first overall win. Henson was in for



PHOTO BY JERRY G. WELTON

Despite a two-kick start, Phil Stumbo (424) won overall at CRC.

second, after he nicked a rock on the last hill and slid out. Kelly was in for third with Tarling and Padilla in next. Monte Lee was unable to catch Kelly or Tarling and had to settle for third 250, sixth overall. Wood was in just ahead of Heinze, who rode his first race as an expert today. Next was Richard Zajic (250 Suz) who swept the amateurs on his first ride as one. Novice Philip Petri dominated his class on his 400 Yamaha. Steve Bowden (125 Yam) took the overall beginner win with ex-mini hot shoe Donnie Morrison (175 Yam) finishing right behind him.

The eventual winner of the women's class was Lori Farmer (250 Bul). Jolene Payne (KTM) and Laura Lockridge (Yam) followed.

Results

OPEN EXPERT: 1. Phil Stumbo (400 KTM). 2. Steve Heinze (400 Yam). 3. Ron Smith (400 Yam).
250 EXPERT: 1. Tom Kelly (250 KTM). 2. Bill Tarling (250 KTM). 3. Monte Lee (250 Yam).

0-200 EXPERT: 1. Brad Henson (175 LT4). 2. Tim Plant (175 KMG). 3. Fred Strong (175 Yam).

OPEN AM: 1. Richard Hall (400 Yam).
250 AM: 1. Richard Zajic (250 Suz). 2. Scot Duncan (Yam).

0-200 AM: 1. Steve Davies (Yam).
OPEN NOV: 1. Philip Petri (400 Yam). 2. Phil Galdi (400 Yam). 3. Tony Leyrer (360 Bul).

250 NOV: 1. Jack Fuller (250 Yam). 2. Jeff Hyton (250 Hus). 3. Steve Brookshire (250 Yam).

0-200 NOV: 1. Mike Easley (Yam). 2. Ron Lingo (Yam). 3. Cliff Roberts (Yam).

OPEN BEG: 1. Kevin Lewis (Yam). 2. Brian Belton (Yam). 3. Emil Sulak.

0-200 beg: 1. Steve Bowden (Yam). 2. Donnie Morrison (125 Yam).

SR. OPEN EX: 1. Gus Paull (400 Yam).

SR. OPEN AM: 1. Ed Denbow (400 Yam).

SR. OPEN NOV: 1. Joe Hartel (400 Yam).

R. OPEN BEG: 1. Roy Pleiffer (400 Yam).

SR. 250 AM: 1. Larry Upp (250 Yam).

SR. 200 NOV: 1. Gary Moulett (250 Bul).

SR. 250 BEG: 1. John Van (250 Yam).

JR. OPEN EX: 1. Benny Padilla (360 YZ). 2. Dave Wood (400 Yam).

JR. OPEN AM: 1. Ken Clayton (400 Yam).

JR. OPEN NOV: 1. Terry Adams (250 Suz).

JR. OPEN BEG: 1. Fudpucker (250 Yam).

JR. 0-200 NOV: 1. Bob Huff (Yam).

WOMEN AM: 1. Lori Farmer (250 bul). 2. Jolene Payne (175 KTM). 3. Laura Lockridge (200 Yam).

WOMEN BEG: 1. Lori Waters (Yam).

MINI: 1. Kelly Kline (80 Yam). 2. Keith Loftin (80 Yam). 3. Byron Van (80 Yam). 4. Brad Terpak, Jr. (80 Yam).

September 28, 1977 CYCLE NEWS

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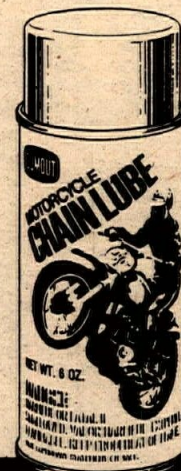


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DAVID TAYLOR
Class 20 Winner

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RESULTS


**2nd Annual
Mountain Enduro
Crested Butte, Co.
August 28, 1977
By Dan McElroy**

1st OVERALL	Pen
Steve Mathieson	Hus
1st OVERALL 'B'	
125 EX	
Scott Stearns	CA
175 EX	
James Adson	Pen
Colbert Pepper	Hon
Kevin Davis	Pen
Van Pepper	Hon
250 EX	
Don Riggles	Pen
Steve Cross	Pen
Jack Smith	Pen
OPEN EX	
Floyd Stretch	Yam
Doug Dressel	Rok
Cliff McPherson	Pen
125 AMA	
Rick McNary	CA
Jerry Upperson	Hon
175 AMA	
Gary Podill	Yam
Peter Crities	Pen
John Reindorp	Yam
250 AMA	
Alan Sorester	Yam
Ron Paulson	Pen
James Taylor	Hus
OPEN AMA	
George AC Baken	Hus
George Gangler	Yam
Chuck Pearce	Yam

**TROPHY
PICKUP**


The Desert Daisys are having an old fashion trophy presentation. Live band, free beer, and a bar will be set up. Date: Sept. 23 Fri. night. Time: 8:00 p.m. Place: American Legion Hall, 239 E. Holt Ave., Pomona. Take San Bernardino Frwy. to Gary off ramp south to Holt, left one block. For more info: Lynnette Zuber (714) 624-9651 10 a.m.-6 p.m. (36/3x)

For listing in this department, please mail information with \$1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.


**Victory
Box**

Ascot MX
Alan Lucas
1st 80cc Mini
Art Oliver
1st 250 Jr.
Mark Thrash
1st 125 Beg.
Kenny Campbell
1st Mini Int.
CRC Team Race
Mike Jackson/
Jeff Lindsey
1st 175 Nov.
D-37 Desert Race
Dick Postma
1st 250 Am

Anyone who qualifies for the Victory Box will receive a free 'Mothers Milk' T-shirt

NOTICE: Duralube users call 213-795-7628 with win results. Call day or night.

**Perris Rcwy
Perris, CA
Sept. 10
By Len Shirley**

TT SCRAMBLES	
80/100 NOV	
Curtis Cannon	Yam
Jeff Wilkinsar	Yam
Jerry Staiz	Yam
125 NOV	
Chris Cannon	Yam
Randy Hayes	Hon
Mark Milozza	Hon
250 NOV. I	
Eric Arras	Yam
David Boydster	Bul
Dave Stockton	Hon
250 NOV II	
Steve Trampus	Suz
Terry Ashter	Yam
Mark Aragar	Yam
250 AM	
Jeff Johnson	Yam
Mike Lellevig	Hon
Rick Blankenship	Kaw
250 EX	
John Sperry	Suz
Jay Lewis	Suz
Terry Singleton	Coo
OPEN NOV. I	
Jim Throne Jr.	Yam
Baron Bibee	Bul
Eddie Evans	Bul
OPEN NOV. II	
Michael Moon	—
Jim Hayes	Bul
Dennis Penheria	Suz
OPEN AM	
Rick Kauns	Hon
Pat Dobbins	Tri
Mike Lellevig	Kaw
OPEN EX	
Mike Myers	Yam
Rex Hailey	Yam
John Sperry	Yam
SHORT TRACK	
80/125 NOV	
Curtis Cannon	Yam
Chris Cannon	Yam
Brian Goltschaulk	Hon
259 NOV	
Mark Aragon	Yam
David Bayton	Bul
Ted Zinsmanns	Bri
250 AM/EX	
Jay Lewis	Suz
John Sperry	Suz
Terry Singleton	Coo
500 NOV	
Baron Bibee	Bul
Eddie Evans	Bul
Dan Rees	Bul
500/650 NOV	
Jim Throne	Yam
Larry Larson	Yam
Michael Moon	Yam
OPEN AM/EX	
Steve Nichols	Yam
Rex Hailey	Yam
John Sperry	Yam

**Short Track
Valley Series
Oakdale, CA
Sept. 3, 1977
By W. A. Spencer**

100 EX	
Doug Chandler	Yam
Tracy Hays	Suz
Gary Johnson	Suz
100 NOV/JR	
Erin McIlhatton	Yam
Scott Rose	Suz
80 EX	
Doug Chandler	Yam
Gary Johnson	Suz
Tracy Hays	Suz
80 JR	
Shawn Black	Yam
Erin McIlhatton	Suz
Dennis Houser	Suz
80 NOV	
Randy Lagomarsion	Suz
Jeff Tillery	Suz
60 NOV	
Dennis Fernandez	Yam
100 NOV	
Mark Andris	Suz
Monty Latif	Yam
125 NOV	
Jeff Mason	Yam
Dewey Presses	Yam
Charles McCleary	Suz
125 JR	
Joey Jaconetti	Yam
Tony Holdscaw	Yam
Rolf Greenhill	Yam
125 EX	
Bobby Cunningham	Hod
200 NOV	
John Gilbert	Bul
Mike Hayward	Yam
250 NOV	
Dave Zizzo	Bul
Dave Holland	Pen
Dirk Garcia	Oss
250 JR	
Dante D'Ambruoso	Yam
Bob Wheat	Yam
Ricky Kerrigan	Yam
250 EX	
Jeff Haney	Yam
Brian Thompson	Yam
Jim Filice	Yam
360 NOV	
Ricky Burton	Gri
Joe Leduc	Yam
360 JR	

Kent McConnell	Bul
Steve Ebright	Bul
360 EX	
Dennis Huff	Bul
Steve Ferroni	Hon
John Tavis	Hon
500 NOV/JR	
Jim Patterson	Yam
Rod McCollough	Yam
Jeff Huggins	Yam
500 EX	
John Tavis	Yam
Jim Mahoney	Yam

**Las Vegas MX Club
Williams Rcwy
Las Vegas, NV
Sept. 4**

MINI BEG	
Douglas Dotson	KD
Mark Holmes	Yam
Darren Dotson	Rup
MINI NOV.	
Walter Anderson	Yam
Scott Ludlow	Yam
Mark Russell	Suz
MINI AM	
David Saxton	Yam
Jeff Palmer	Yam
Scott Underwood	Yam
125 NOV	
Tony Peace	Yam
Bruce Theford	Hon
Mike Conley	Hon
100 NOV	
Jeff Murray	Suz
Mark Russell	Suz
125 AM	
Kevin Ramsey	YZ
Virgil O'Neal	RM
Randy Honeycutt	Yam
100 AM	
Steve McLaughlin	YZ
Charlie Walsh	Suz
Lance Lovaas	Yam
100 EX	
Rick Angelo	Suz
125 EX	
Tim Bowman	Yam
Brad Hilton	Suz
David Thomsen	Hon
250 EX	
Kenny Krumme	Acc
Tony Brunetti	Yam
Mike Hines	Mai
250-500 NOV	
Brett Proctor	Kaw
Kenneth Brewer	Kaw
500 EX	
Kenny Krumme	Acc
Craig Haupt	Yam
Don Ferher	—

**Perris Rcwy.
Grand Opening
Perris, CA
Sept. 3
By Len Shirley**

TT SCRAMBLES	
80 NOV	
Chris Albus	Hon
80 AM/EX	
Darren Hubert	Yam
100 NOV	
Jerry Story	Yam
125 NOV	
Shawn Peltis	Yam
Rodney Rainey	Hon
125 AM/EX	
Pete Homes	Yam
Steve Karsten	Yam
250 NOV	
Eric Arras	Yam
Mask Aragon	Yam
250 NOV	
Ben Meyer	Yam
Mike Kall	Yam
250 AM/EX I	
Jeff Springman	Yam
Charles Carroll	KTM
250 AM/EX II	
Wayne Rainey	Yam
Mike Tidwell	Yam
500 NOV	
James Throne	Yam
Baraw Biber	Bul
OPEN NOV.	
William Fulton	Yam
Larry Larson	Yam
Steve Tillack	Tri
250 AM/EX	
William Fulton	Yam
Larry Larson	Yam
Steve Tillack	Tri
OPEN AM	
Rick Nauns	Hon
Vice Landry	Yam
EX	
Ron Grigsby	Yam
Rex Hailey	Yam
Dan McWhorter	Yam
SHORT TRACK	
80 NOV	
Roger Thompson	Yam
125 NOV	
Rodney Rainey	Hon
125 AM/EX	
Pete Hames	Yam
250 NOV	
Ben Meyers	Yam
Mark Aragon	Yam
250 NOV	
Dan Tuttle	Yam
Ted Zinsmann	Bul
250 AM/EX	
Gary Smith	Bul
Kirk Johnson	Yam
Rob Silvy	Yam
250 A/C	
Mike Tidwell	Yam
John Sperry	Suz
Wayne Rainey	Yam

500 NOV	
James Throne	Yam
Larry Larson	Yam
500 NOV	
Roy Porter	Yam
William Fulton	Yam
OPEN EX	
Don Grigsby	Yam
Rex Hailey	Yam
OPEN EX	
Brad Oxley	Yam
Bob Groves	Yam

**Short Track
Valley Series
Newman, CA
Sept. 2, 1977
By W. H. Spencer**

100 EX	
Tracy Hays	Suz
Doug Chandler	Yam
Gary Johnson	Suz
80 EX	
Tracy Hays	Suz
Doug Chandler	Yam
Gary Johnson	Yam
80 JR	
Tom Knight	Suz
Erin McIlhatton	Suz
80 NOV	
Brian Lansing	Suz
Randy Lagomarsino	Suz
100 NOV	
Mark Andris	Suz
Rich Thurman	Suz
125 NOV	
Dewey Presses	Yam
Rich Thurman	Kaw
Jeff Mason	Yam
125 JR	
Dave Boyles	Hon
Joey Jaconetti	Yam
125 EX	
Randy Taylor	Yam
Johnny Pittman	Suz
200 NOV	
John Gilbert	Bul
Mike Hayward	Yam
250 NOV	
Freddie Crabaugh	Yam
Dave Zizzo	Bul
John Anderson	Suz
250 JR	
Rich Arnaiz	C-A
Paul Green	Bul
Gary Gallagher	C-A
250 EX	
Jeff Haney	Yam
Brian Thompson	Yam
Jim Filice	Yam
360 NOV	
Danny Malfatti	Hon
Rick Almeida	Yam
360 JR	
Keith Hugill	Yam
John Welch	Bul
360 EX	
Johnny Pittman	Kaw
Steve Ferroni	Hon
500 EX	
Craig Scroggins	Car

**Westside Eagles ST
Newman, CA
Sept. 9, 1977
By Ann Carr**

MINIS	
60 NOV/JR	
Kelley Fischer	Yam
80-100 NOV	
Jeff Tillery	Suz
Brian Sansing	Suz
80 JR	
Glenn Keema	Yam
Gary Coit	Suz
80 EX	
Doug Chandler	Yam
Tracy Hays	Suz
Mark Key	Yam
100 EX	
Doug Chandler	Yam
Jeff Nichols	Yam
Jack Barton	Yam
MAXIS	
125 NOV	
Jeff Mason	Yam
Charles McCleary	Suz
125 JR	
Dewey Presses	Yam
125 EX	
Mitch Davidson	Yam
200 NOV	
John Gilbert	Bul
250 NOV	
David Hufford	Yam
Bob Howie	Yam
250 JR	
Richard Arnaiz	C-A
Richard Matuszek	Yam
Gary Gallagher	C-A
250 EX	
Alex Jorgensen	C-A
Rusty Davis	Yam
Jeff Haney	Yam
OPEN NOV	
Danny Malfatti	Hon
Rick Almeida	Yam
OPEN JR	
Dave Harvey	Bul
360 EX	
Rusty Davis	Yam
John Tavis	Hon
500 EX	
Ken Robicheaux	Yam
Jeff Haney	Yam

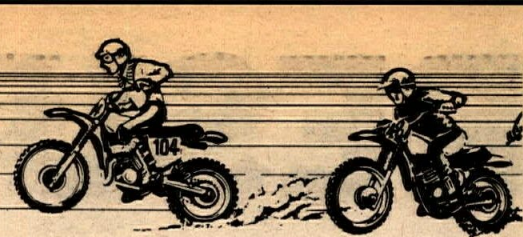
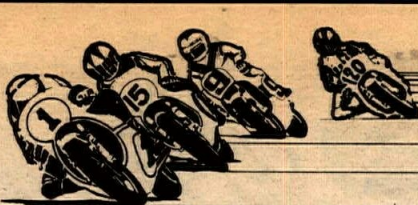
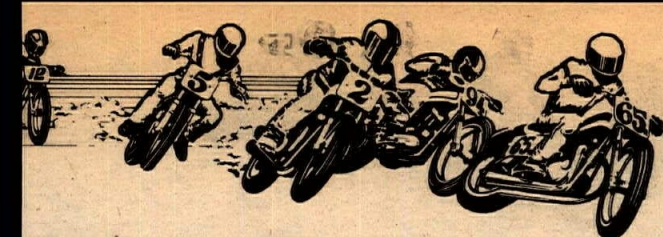
**AME MX
Indian Dunes
Valencia, Ca.
Sept. 11, 1977
By Lee Taylor**

100 BEG	
Jeff Hewitt	Suz
125 BEG	
Jim Dye	Suz
Gary Tatsumi	Suz
Gilbert Garcia	Suz
250 BEG	
Chris Marsh	Suz
Frank Mierau	Suz
James Klippel	Hon
Mark McClain	Suz
Rick Letson	Suz
Richard Kinslaw	Mai
MINI JR	
Robert Licchetto	Suz
Billy Fullmer	Yam
Randy Itow	Suz
100 JR	
Jim Davis	Suz
John Langhammer	Yam
Tommy Bence	Suz
125 JR.DIV 1	
Bill Peterson	Yam
Rick Bronaon	Suz
Dave Van Bibber	Suz
125 JR DIV 2	
Jim Grover	Yam
Mark Sifota	Yam
Todd Bausch	Suz
250 JR DIV 1	
Scott Walker	Suz
Billy Saylor	Yam
Craig Thompson	Suz
250 JR DIV 2	
Jim Huber	Hus
George Karn	Suz
Joel Harriott	Yam
500 JR	
Steve Malnini	Yam
Dirk Bluhm	CZ
MINI INT.	
Omar Greco	—
100 INT.	
Mike Mercier	Suz
John Rogers	—
Dave Halverson	Yam
125 INT.	
Mark Wiklund	Hon
250 INT.	
Murray Lantz	Yam
Chuck Warren	Yam
Jerry Ireland	Yam
500 INT.	
Mike Haddad	Yam
Bob Root	Mai
Mike Said	Mai
MINI EXP	
Matt Whiting	Yam
Eric Kehoe	Yam
Don Best	Yam
MINI PRO	
Steve Schmitz	Suz
100 EXP	
Mike Nance	Suz
Andy Meszaros	Yam
100 PRO	
Jim Holley	Suz
125 PRO	
Willy Simons	Yam
Nick Hale	Suz
Jim Hale	Suz
250 PRO	
Donnie Hansen	Yam
Monte McCoy	KTM
Ken Zahrt	Suz
500 PRO	
Monte McCoy	KTM
Ken Zahrt	—
Mark White	Hus
VETERANS	
Joe Brown	Yam
Gary Phillips	CZ
Dan Hudson	Yam

**Pioneer Short Track
Oakdale, CA
Sept. 10, 1977
By Ann Carr**

MINIS	
100 EX	
Doug Chandler	Yam
Jack Barton	Yam
Mark Key	Yam
100 NOV/JR	
Erin McIlhatton	Suz
80 EX	
Doug Chandler	Yam
Tracy Hays	Suz
Mark Key	Yam
80 JR	
Shaun Reyna	Yam
Dennis Houser	Suz
Shawn Black	Yam
80 NOV	
Randy Lagomarsino	Suz
Jeff Tillery	Suz
MAXIS	
100 NOV	
Mike Bird	Yam
Dave Houser	Suz
125 NOV	
Jeff Mason	Yam
Gary Hegwood	Yam
125 JR	
David Wst	Suz
David Boyles	Hon
125 EX	
Duane Snell	Yam
200 NOV	
Mike Hayward	Yam
John Gilbert	Bul
250 NOV	
Jon Eichelbaugh	Yam

Fred Crabaugh	Yam
250 JR	
Keith Pecher	Bul
Gary Gallagher	C-A
Bob Wheat	Yam
250 EX	
Jim Felixe	Yam
Rusty Davis	Yam
Alex Jorgensen	C-A
360 JR	
Steve Ebright	Bul
John Guy	Bul
360 EX	
Rusty Davis	Yam
John Tavis	Hon
OPEN NOV	
Ricky Burton	Gri
OPEN EX	
Ken Robicheaux	Yam
Jeff Haney	Yam
ODYSSEY	
Larry Arnold	
Stan Sanders	



Aaron Bassett	KTM	Mike Cain	Yam
250cc INT		250 NOV 3	
Skip Wamsley	Yam	Sahne Hybarger	Yam
Kirk Grisson	Ossa	Chris Long	Oss
Dave Douglas	Yam	Scott Rebeck	Yam
250cc JR 1st		250 INT	
Steve Pata	Hon	Mike Tripp	Yam
Scott McGervey	HD	Steve Coffey	Suz
Paul Woods	Suz	John Snyder	Yam
250cc JR 2nd		250 INT 2	
Matt Carter	Yam	Doug McRae	Yam
Keith Lynas	Ossa	Tim McKenzie	Hus
Dale Daulton	Suz	OPEN NOV 1	
500cc PRO		Al McElroy	Hus
Chris Chaffee	Yam	Jonathan Schlous	CZ
David Gerig	Suz	Michael Alarcon	KTM
Max Maple	Mai	OPEN NOV 2	
500cc INT		Michael Collins	Mai
Frank Duran	Suz	Michael Springman	Yam
Mark Day	Yam	Robert Springman	Yam
Carl Paulsen	Yam	OPEN INT	
500 JR		Pat O'Donnell	Yam
Paul Woods	Suz	Art Stapleton	Mai
Matt Carter	Yam	Jim Ingleright	Mai
Wes Maine	Suz		
3 WHEELER POWDER PUFF			
Cindy Hawley	Hon		
Marte Matte	Hon		
Kathy Elms	Hon		
3 WHEELER, CLASS 1			
Gary Brown	Hon		
Rob Bobo	Hon		
Mitchell Myrick	Hon		
3WHEELER, CLASS2			
Durk Fuson	—		
3 WHEELER, CLASS 3			
Mike Bilbo	Tie		
Dave Hoyt	Tie		
3WHEELER, CLASS 4			
Dean Sundahl	—		

White Knuckle Natl Labor Day MX Sept. 4 & 5, 1977 By Sallee Hilton

WOMENS DIV NOV		Sabrina Hybarger	Hon
Jenny Miles	Yam	Debbie Ichimura	Yam
WOMENS DIV INT		Jan Parker	Hon
Judy Cortland	Yam	60cc MINI NOV	
Mike Young	Hon	Shawn Wooten	Hon
Tallon Vohland	Hon	80cc MINI NOVICE	
Jammin John	Suz	Jeff McCrary	Suz
Donald Poelljach	Yam	MINI INT	
Richard McCord	Yam	Jim Horn	Suz
Curt Carozzo	Yam	MINI EX	
Cory Cantaloupi	Yam	Mike Holmes	Suz
100 NOV		Curt McCoy	Suz
Greg Bonovich	Yam	Ty Harris	Suz
100 INT		Bill Ferry	Suz
Danny Hamilton	Suz	Tom LaRoe	Yam
100 EX		Jimmy Robertson	Suz
Craig Carlosso	Suz	Jeff Johnson	Hon
OLD TIMERS NOV		Vernon Howell	Tri
Robert Brookins	Yam	Carl DeLong	Mai
OLD TIMER INT		Carl Leih	Bul
Gary Arnold	Yam	Fred Parsen	Suz
OLD TIMER EX		Ned Mardasndino	Mai
John Dotson	Mai	VETERAN NOV	
Rich Doble	CA	James Farris	CA
Mack Anderson	Suz	VETERAN INT	
Jerry Jackson	Suz	Steve Machado	Yam
Steve Machado	Yam	Jack Coulombe	Hus
125 NOV 1		Donny Rich	Hon
Todd DeVaughn	Yam	Kevin Bowden	Suz
125 NOV 2		Mike Grizzell	Hus
Brian Coulson	Suz	Darryl Fusaro	Yam
125 NOV 3		Ron McClean	Suz
Paul Challburg	Suz	Tim Reilly	Suz
125 NOV 4		Ken McKenzie	KTM
Chris Raza	Hon	Tom Estrada	Yam
125 INT		Tim Mulvey	Suz
Rod Berringer	Suz	DeWayne Sweet	Suz
125 INT		Steve Gary	Yam
Brian Bowen	Suz	Randy Blair	Yam
250 NOV 1		Glenn Reed	Suz
Rodney Nissen	Mai	Greg Arnold	Yam
250 NOV 2		Steve Swisher	Suz
Marton Smith	Hus		

White Knuckle Natl Pro Day Dixon, Ca. Sept. 5, 1977 By Sallee Hilton

125 PRO		Donnie Cantalolupi	Yam
Terry Clark	Kaw	Dana Waxham	Suz
250 PRO		Dave Miller	Yam
Mike Hersman	Hus	Dan Turner	Kaw
OPEN PRO		Parry Klassen	Yam
Bob Myers	Mai	Darrell Shultz	Bul

AME Youth Div Night MX Indian Dunes Valencia, Ca. Sept. 9, 1977 By Judy Greenberg

PEE WEES		Warren Provost	Ind
Justin Souza	ITj	JR CYC MOD. EX	
Tim Tomaselli	ITj	Paul Dennis	ITj
Eddie Hicks	ITj	JR CYC MOD. INT	
Steven Clinger	ITj	Buddy Dumo	ITj
Michael Knapp	ITj	JR CYC STOCK INT	
Jim Ford	ITj	Michael Knapp	ITj
Steven Clinger	ITj	JR CYC MOD JRS	
Josh Price	ITj	Walter Armendariz	ITj
Larry Turner	ITj	JR CYC STOCK JRS	
Josh Price	ITj	Todd Walsh	Hon
Carl Tignino	ITj	JR CYCLE STOCK BEG	
Jason Bosh	Hon	Edward Barrow	Hon
0-105cc MINI OPEN		Mark Tomaselli	Yam
Jack Greenberg	Yam	Larry Brooks	Yam
83cc INT		Paul Dennis	Yam
Shawn Little	Yam	Jack Greenberg	Yam
83cc MOD JRS 12 & OVER		Mike Chikasawa	Suz
Mike Bess	Yam	Adam Ford	Yam
83cc STOCK JRS 12 & OVER		Mark Chikasawa	Suz
Brent Powell	Yam	Mike Feeley	Yam
83cc MOD JRS 9-11 YRS		David Seekins	Suz
Kurt Hendrickson	Yam	Jey Sapp	Yam
83cc STOCK JRS 9-11 YRS		Kurt Hendrickson	Suz
David Seekins	Suz	Mike Raschke	Yam
83cc STOCK JRS 9-11 YRS		Steven Clinger	Suz
Andy Ellis	Suz	Jey Sapp	Yam
83cc MOD JRS 6-8 YRS		Gary Szilagyi	Suz
Walter Armendariz	Suz	Jim Ford	Yam
83cc MOD. BEG 12 & over		1/2 Todd Larson	Hon
Craig Powell	Hon	Richard Wander	Suz
83cc MOD BEG 9-11 YRS		Raymond Swearingen	Yam
Marty Goggins	Yam	83cc STOCK BEG 12 & OVER	
Danny Sanchez	Suz	Dane Walsh	Suz
Gerry Glenn	Hon	83cc SYOCK BEG 9-11 YRS	
Doug Peters	Suz	Mark Foulk	Yam
Darin Vester	Suz	83cc STOCK BEG 6-8 YRS	
Raymond Swearingen	Yam	Clayton Hill	Suz
Carl Tignino	Yam		

Sand Hill Ranch MX Brentwood, CA Sept. 9, 1977 By Tom Anderson

MINI INT		Jammin' John	Suz
MINI NOV		Rodney Smith	Suz
Rick Olson	Yam	Bob Leipelt	Yam
100-125 BEG		Hugh Stratman	Suz
Mark Huton	Hon	Vince Modelo	Suz
100 INT		John Riley	Suz
P. PUFF		Andrea Williams	Hon
125 NOV		Mark Pantell	Suz
Dve Rodriguez	Suz	Gilbert Hughes	Suz
250 NOV		Jerry Wallgren	Suz
Gary Lyke	Suz	Art Aorvath	Suz
OPEN NOV		Vic Rolita	Kaw
Michael Rippy	Yam	OPEN INT	
Keith Adams	Hus	O. TIMERS	
Brian O'Hagan	—	Michael Gann	—
VETS EX		Jim Hartbauer	Yam
100/125 INT		Mike Brown	Kaw
250 INT		Gary Moyer	Yam
250 EX		Wes Morrell	KTM
TROPHY DASH		Mark Pantell	Suz

Lightweights M.C. Perris, CA Sept. 11 By Maureen Lee

TT SCRAMBLES		Darren Hulbert	Yam
John Bales	Yam	Ken McIntyre	Yam
125 NOV.		Brian Burch	Yam
David Hulbert	Yam	Mario Ayers	Yam
125 AM		Jay Bales	Yam
Steve Griffith	Yam	Marc Ledbetter	Yam
125 EX		Steve Polson	Yam
Pete Hames	Yam	Robert Pletzing	Yam
250 NOV.		Allen Lowen	Suz
Rick Blankenship	Kaw	Barry O'Brien	Yam
250 AM		Sam Burns	Yam
Gary Smith	Bul	Jay Bales	Yam
250 EX		Jeff Springman	Yam
Joe Steffan	Yam	Mike Tidwell	Yam
500 OPEN NOV		Jim Throne	Yam
Joel Windham	Yam	Pat McCann	Yam
500 OPEN AM		Rich Kouns	Hon
Vince Landry	Yam	Pat Dobbins	Tri
500 EX		Don "T-Bone" Grigsby	Yam
Steve Nichols	Yam	Don Fraunberger	Yam
OPEN EX		Steve Miller	Yam
Bobby Sanders	Yam	Vic Hannon	Tri

Sand Hill Ranch Brentwood, Ca. Sept. 2, 1977 By Tom Anderson

MINI INT		Gary Johnson	Yam
MINI NOV		David Parkening	Suz
Bob Leipelt	Yam	John Blake	Yam
100-125 BEG		Ron Sapp	Suz
Manuel Hernandez	Suz	Scott Manning	Yam
100 NOV		Mark Moyer	Yam
100 INT		Danny Clements	Yam
POWDER PUFF		Andrea Williams	Hon
125 INT		Mike Brown	Kaw
125 NOV		Mark Pantell	Suz
Bob Woods	Suz	Dave Bollenbach	Suz
250 NOV		Frank Vizcarra	Mai
Arthur Aorvath	Suz	Pat ZKelly	Suz
OPEN NOV		Eric Steffensen	Suz

Vic Rolita	Kaw	250 INT.	
Gary Moyer	Yam	Brain Bogdanich	Suz
250 EX		Joe Blanchard	Mai
Wes Morrell	KTM	500 INT.	
OLD TIMERS		Pete Penland	Mai
Mike Eastman	Mai	Bret Greening	Yam
Brian O'Hagan	Tri	Jim Decker	Yam
OLD TIMERS EX		MINI EXP	
Marty Lewis	Hon	Erik Kehoe	Yam
VETS		Alex Jud	Yam
Jim Hartbauer	Yam	Brook Bolstad	Yam
TROPHY DASH		100 EXP	
Gary Johnson	Yam	Mike Nance	Suz
MINI MONEY		125 PRO	
Gary Johnson	Yam	John O'Mara	Suz

DeAnza MX Sept. 11 Sunnymead, CA By Ron Lawson

MINI BEG		Larry Lange	Suz
Randle Buckner	Suz	Eddie Woodburn	Yam
100 BEG		Jim Patterson	Suz
Keith Tate	Yam	125 BEG	
Greg Apostolon	Yam	Ralph Purinton	Suz
Bob Rowell	Suz	125 JR	
Kelly McGuire	Suz	Roger Thomas	Yam
Darryl Stevens	Hon	125 INT	
Keith Williamson	Yam	Scott Quick	Hon
Craig Gormley	Yam	125 EX	
Steve Bauer	Suz	Clint Carman	Yam
Vice Van Hook	Yam	250 BEG	
Ivan Zuniga	Suz	Joe Pena	C-Z
Robert Baadilla	Hon	Henry Maraolejo	Suz
Paul Nagel	Suz	Robert Ripley	Suz
250 INT		Danny Burt	Suz
Mark Dettler	Suz	Vincent Gonzales	Suz
250 EX		Goat Breker	Hus
Drew Nelson	Suz	Bill Pelt	Yam
OPEN BEG.		Vic Williams	Suz
Larry Matejka	Suz	Perry Ziino	Yam
OPEN JR		Dennis Haensly	Kaw
Elmer Woolard	Suz	OPEN EX	
Ken Taylor	Suz	Tony Pena	Yam
Doug McGowen	Mon		

AME Night MX Indian Dunes Valencia, Ca. Sept. 9, 1977 By Lee Taylor

125 BEG		Don Severson	Suz
Don Arnold	Hon	Marty Garner	Yam
250 BEG		Mark Scott	Suz
Mike Boling	Bul	David Chase	KTM
500 BEG		Mike Wright	Bul
B. Farwick	—	MINI JR.	
Larry Brooks	Yam	Donnie Morrison	Yam
Lodie Franco	Yam	100 JR	
Steve Dye	Suz	Brian Part	Suz
125 JR DIV 1		Mark Currie	SSS
Bill Recchia	Suz	Mike Schu	Suz
125 JR DIV 2		Todd Reid	Yam
Jim Grover	Yam	Scott Kincard	Yam
250 JR DIV 1		John Casey	Yam
Joe Bertschi	Suz	Cary Garcin	Suz
250 JR DIV 2		George Karn	Suz
Roger Lopez	Yam	Don Gossett	Suz
500 JR		Rick Denney	Suz
Pat Morgan	Yam	Brian Schultz	Suz
MINI INT.		Nick Athans	Suz
Gary Adams	TH	100 INT.	
Pat McConnell	YZ	Dave Halverson	Yam
125 INT.		Ryder Admas	TH
David Baker	Suz	125 INT.	
Kent Bernstein	Hon	Mike Prunty	Yam
Gary Payne	Hon		

250 INT.		Dean Perry	Suz
Brain Bogdanich	Suz	500 INT.	
Joe Blanchard	Mai	Pete Penland	Mai
500 INT.		Bret Greening	Yam
Jim Decker	Yam	MINI EXP	
Erik Kehoe	Yam	Alex Jud	Yam
Brook Bolstad	Yam	100 EXP	
Mike Nance	Suz	125 PRO	
John O'Mara	Suz	Bob Ramsey	Yam
Edwim Arnet	Suz	250 PRO	
Mike Shoemaker	Yam	Dave Haugh	Suz
Andy Jannings	CA	500 PRO	
Andy Jannings	Yam	Kurt Bledsoe	Yam
Ken Zahrt	Bul	WOMEN's DIV	
Dena Silicato	Yam	VETERANS	
David Rogers	Suz	Keith Phillips	Puch
Rich Lyons	Mai		

CMC NEW Challenge of MX Fox Hollow Woodburn, OR Sept. 10, 1977 By Jan Newman

125 PRO		Rick Burgett	Yam
Pat Jacobson	Suz	Ron Dimeo	Suz
David VanEpps	Suz	Neal Snarr	Yam
Bill Jones	Yam	Nick Rhine	Suz
Darold Baker	Suz	Brian Hall	Suz
Treva McRaynolds	Yam	250 PRO	
Mark Gregson	Suz	Rick Burgett	Yam
Bob Elliott	Suz	Monty Mitchell	Mai
Chuck Sun	Hus	Reid Goldmann	Yam
Clay Azar	Yam	Kevin Myers	Yam
Pat Jacobson	Suz	Kevin Jansen	Yam
OPEN PRO		Rick Burgett	Yam
Bill Cook	Mai	Jeff Howard	Mai
Phil Oveland	CZ	Rick Benek	Yam
Barney Newman	Hus	OPEN INT SUPPORT	
Wes Sams	KTM	Dale Bernards	Yam
Gary Beaver	Suz	Ron Long	KTM

CMC NEW Challenge of MX PIR @ Delta Park Portland, OR Sept. 8, 1977 By Jan Newman

125 PRO		Bill Joyce	Suz
Ron Turner	Suz	Mark Gregson	Suz
Rick Burgett	Yam	Ron Dimeo	Suz
Brian Hall	Suz	John Tessoro	DG
Clifton Scott	Hon	250 PRO	
Rick Burgett	Yam	Mark Gregson	Suz
Jeff Jennings	Suz	Ron Turner	Suz
David Taylor	DG	Tad Gumbman	Mai
Kevin Jansen	Yam	Monty Mitchell	Mai
Skeet Hise	Yam	Tim Michlitsch	KTM
OPEN PRO		Rick Burgett	Yam
Phil Oveland	CZ	Clay Azar	Yam
Barney Newman	Hus	Tad Gumbman	KTM
Rick Benek	Yam	Don Harding	Suz
100.JNT SUPPORT		Jeff Cropper	Suz
Wilber Perkins	Yam		

CMC Motocross Ascot Raceway Gardena, CA Sept. 15, 1977 By Rico

500 PRO		L. Messer	Yam
D. Anderson	Yam	D. McIver	Yam
500 JR		M. Day	Yam
M. Hair	Yam	D. Bishop	Yam
250 PRO		C. Lunde	Yam

T. Lunde		250 JR DIV 1	
S. Oviatt		J. Bednorz	
B. Saylor		250 JR DIV 2	
M. Dandoy		S. Sprague	
J. Track		250 INT	
B. Snowdon		R. Hansen	
E. Drake		125 PRO	
R. Lopez		C. Lett	
B. Barlow		125 JR DIV 1	
T. Pierno		J. Kesler	
R. Rodgers		125 JR DIV 2	
B. Myers		R. Lockhart	
125 INT DIV 1		D. Stablein	
R. Collins		C. Tiner	
125 INT DIV 2		R. Mabry	
J. Kowan		M. Nilsson	
100 JR		D. Arita	
E. Nagao		J. McEwen	
100 INT		G. Roden	
R. Sauers		C. Westerguard	
MINI EX		Bob Ott	
MINI JR		W. Day	
L. McPherson		S. Bainter	
MINI INT		Tom Wilson	
T. Shelton		S. Bilbo	

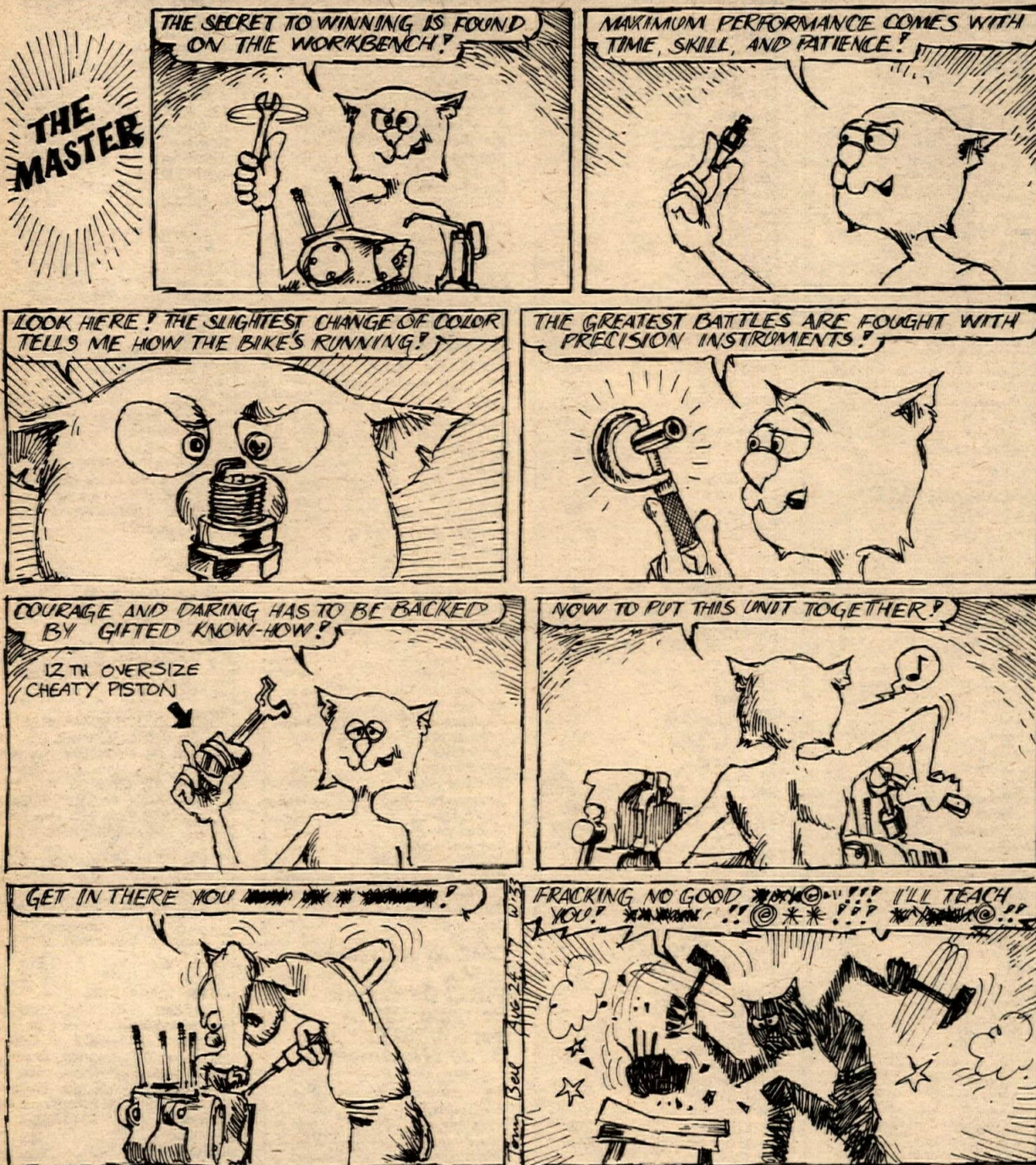
Kingfisher MX Kingfisher, Ok. Sept. 4, 1977 By Rebecca Sands

MINIBIKE		
Mike Morrison	Suz	
Stanley Draper		
Norman Wright	Yam	
OVER 30		
John Bryan	Mai	
Howard Musgrove	Mai	
Jerry Morrison	Yam	
100 AMA		
Jim Mays	Suz	
Ellis Penick	—	
Jay Fletchall	—	
125 NOV		
Henry Rhodes	Yam	
Mike Williams	Suz	
Jim Fletchall	Suz	
125 AMA		
Paul Knox	—	
Jim Mayse	Suz	
Pat Wolf	—	
125 EX		
Curtis Ross	Suz	
Wendall Woolard	Suz	
250 NOV		
John Bryan	—	
Wayne Endres	—	
Jerry Morrison	—	
250 AMA		
Truitt Rewine	Yam	
Jim Redwine	Mai	
Jess Davis	Yam	
OPEN NOV		
John Bryan	Mai	
Billy Westervelt	Yam	
Harry Gifford	—	
OPEN AMA		
Gary Drummond	Yam	
Howard Musgrove	Mai	
Mike McGlade	Mon	
COMBINED 250 & OPEN EX		
Chris Cunningham	Suz	
Bobby Sanford	Pen	
John Goeller	—	

RESULTS



the continuing adventures of **Motocross Cat** Tony Bell



VET NOV
Joel Roitinger
Dennis Hausmann
Loyd Thornbaugh
100 NOV
Curt McCoy
Gene Franklin
Tom Lucero
100 INT
Bill Ferry
100 EX
Jimmy Robertson
125 NOV I
David Bollinger
Brian Vermetti
Brian Whitley
125 NOV II
Tom Estrada
Craig Stephens
Paul Orlandi
125 NOV III
Mike Harper
Rick Hays
Rudy Schneider
125 INT
Mark Greene
Kevin Ichimura
Vasco DeMello
125 PRO
Dana Waxham
Randy Chapman
250 NOV I
Ken Breneisen
Rick Laitori
Stephen Harrison
250 NOV. II
Chris Long
Allen Clover
Lane Corley
250 INT

Jeff Stadel
John Volk
250 PRO
Magoo
Kendall Powers
Raymond Spore
OPEN NOV.
Jeff Holman
Dennis Hausmann
Ed Gonzalez
OPEN INT.
Troy Kelso
Frank Godding
Tom Kageman
OPEN PRO
Jeff Anselmo
Shawn Hybarger

**Ascot Raceway
Gardena, CA
Sept. 8, 1977**
500 PRO
R. Blackwell
B. Rubly
C. Gazafy
500 INT
D. Strandberg
S. Woerner
500 JR
F. Fernandes
E. Dougan
E. Sigman
250 PRO
T. Lunde
C. Lunde
A. Bassett
250 INT
R. Hanson
B. Snowdon

J. Angel
250 JR
A. Olivier
D. Wills
S. Sprague
125 PRO
D. Westergaard
G. Page
R. Bartling
125 INT 1
R. Collins
D. Hamada
J. Kowan
125 INT 2
R. Flores
B. Jordan
C. Tiner
125 JR 1
D. Jacobs
M. Alkonis
J. Kesler
125 JR 2
R. Foltz
Y. Maynez
S. Harmon
125 JR 3
M. Wood
R. Rodgers
B. Myers
100 INT
R. Sauers
M. Anderson
C. Westergaard
100 JR
E. Nagao
M. Harpwood
D. Hadley
MINI EX
T. Hines
C. Morey

MINI INT
K. Campbell
T. Wilson
M. Toyama
MINI JR
A. Lucas
W. Day
K. Alford
**AME Bosch
Summer Series
Overall Winners
Indian Dunes
Valencia, Ca.
Sept. 11, 1977
By Lee Taylor**
MINI JR
Billy Fullmer 910
Gary Reichenbach 680
Ron Williams 610
MINI INT
Shawn Lane 700
Richard Ising 535
Patrick McConnell 440
MINI EX
Eric Kehoe 910
Don Best 600
Randy Harden 590
WOMEN'S DIV
Chelle Blythe
Rox Ann Dougherty 580
Lisa Christensen 570
100 JR
John Langhammer 670
Steve Dye 470
Jay Rey 440
100 INT
Greg Robertson 390

Mike Mericier 350
Bobby Ryan 300
100 EX
Mike Nance 750
Andy Meszaros 670
B.J. Lehn 550
125 JR.
Gary Payne 850
Bill Recchia 790
Mark Currie 740
125 INT
George Capodici 760
Jim Stewart 590
David Lynch 570
MIKE Pillar 850
Bobby Jones 600
John O'Mara 534
250 JR
Peter Murray 770
Pete Snorteland 720
Richard Arnold 700
250 INT
Brian Chereskoff 685
Mark Nation 628
Randy Gauvin 540
250 PRO
Donnie Hansen 890
Dave Haugh 720
Mark Gambetta 710
VETERANS
Gary Phillips 740
Joe Brown 690
Gene Moffett 520
500 JR.
Rick Denny 820
Bob Arellano 740
Jerry Mudd 490
500 INT
Robert Schnoor 440
Steve Richard 670
Steve Rawson 650
Andy Jannings 610
GRAND PRIZE DRAWING
Jeff McMillan
The Odyssey
Jerry Ireland
ATC '90
Richard Ising
Honda Express
Pete Snorteland
Luft Shocks

**AME Youth Div
Indian Dunes
Valencia, Ca.
Sept. 11, 1977
By Judy Greenberg**
PEE WEE
RAYMOND Swearingen MV
Warren Provost Itj
JR CYC MOD EX
Tim Tomaselli Itj
Gary Szilagyi Suz
JR CYC MOD INT
Buddy Dumo Itj
Don Feeley Itj
Josh Price Itj
JR CYC STOCK INT
Josh Price Itj
Don Feeley Itj
Todd Bess Itj
JR CYC MOD JRS
Carl Tignino Itj
JR CYC STOCK JRS
Todd Walsh Hon
Carl Tignino Itj
Ricky Dumo Itj
83cc MOD INT
Paul Denis Yam
Eddie Green Yam
83cc JRS 12 & OVER
Mike Bess Yam
Todd Larson Hon
Bob Mullins Hon
83cc STOCK JRS 12 & OVER
Mike Bess Yam
Twigg Sanders Suz
83cc MOD JRS 9-11 YRS
David Seekins Suz
Gary Szilagyi Suz
Jason Wagner Yam
83cc STOCK JRS. 9-11 YRS
83cc BEG STOCK 12 & OVER
Scott Smith Yam
Bobby Wright Suz
Ken Morton Hon
83cc STOCK BEG 9-11 YRS
Gilbert Valdez Suz
Gary Morton Yam
83cc BEG STOCK 6-8 YRS
Clayton Hill
R. Swearingen Yam

**CMC NW Challenge
of MX
Fox Hollow
Woodburn, Ore.
Sept. 10, 1977**
125 PRO
Rick Burgett Yam
Pat Jacobson Suz
Ron Dimeo Suz
250 PRO
Mark Gregson Suz
Rick Burgett Yam
Bob Elliott Suz
OPEN PRO
Rick Burgett Yam
Bill Cook Mai

**RABBIT Run
\$5,000 MX
Richardson, TX.
Sept. 4, 1977
By Greg Lable**
Boo Sticher Yam

Randall Tarter Yam
Dewitt Knox Hus
250 EX
Gary Ogden Suz
Tim Lunde Yam
Glen Johnson Suz
125 EX
Danny Doss Suz
Sicky Turnbo Yam
Glen Johnson Suz

**BOSS CMC Semi
Pro MX
Helvetia Park, CA
Sept. 11
By Sallee Hilton**
MINI NOV.
Darin Sheridan Yam
Donald Poetzsch Yam
J.D. Harris Suz
MINI INT.
Jammin John Suz
Kevin Miraglio Suz
Richard Strunk Yam
MINI EX
Mike Holmes Suz
Cory Cantaloupi Yam
James Dickman
VET NOV.
James Farris C-A
Sam Ramey Hon
Doug McCaleb Yam
VET INT.
John Linbarger C-A
Bill Verbiscio Yam
WOMENS DIV.
Joyce Ford Hon
Linda Clare Suz
100 NOV
Curt McCoy Suz
Ernie Ballard Yam
Bruce Trepoy Suz
100 INT
Mike Beier Suz
Bill Ferry Suz
125 NOV I
Randy Canale Suz
Bob Fissel Yam
Craig Stephens Suz
125 NOV. II
Paul Challburg Suz
Mike Bickett Suz
Kevin Marcinek Suz
125 NOV. III
Shawn Hantz Yam
Steve Allison Yam
Bill Carlson Suz
125 INT
Dennis Brown Suz
Gayland Norton Yam
Tom Dougherty Suz
125 EX
Donnie Cantaloupi Yam
David Ernst Yam
Danny Dennis Hon
250 NOV. I
Dennis Tate Suz
Tom Robertson Yam
Jeff Harris Suz
250 NOV. II
Marty Lukaszewski Suz
Bob Farris C-A
Dennis Krumpelman Suz
250 INT
Mike Tripp Yam
Doug McRae Yam
Mark Ramey Hon
250 EX
Donnie Cantaloupi Yam
Kendall Powers Yam
Kevin Petersen Suz
OPEN NOV.
Mike Softa Yam
Gary Castillo Yam
Fred Hubbard Suz
OPEN INT.
Danny O'Hare Suz
Dan Bousquet Suz
Bill Carlson KTM
OPEN EX
Robert Stone Mai
Ted Rogers Hus

**Explorer Post 2503
MX
Miramar Course
San Diego, Ca.
Sept. 11, 1977
By Jim Roiger**
100 cc
Chris Campbell Kaw
125cc
H.J. Rinard Yam
Kirk Wiggins Hon
250 cc
Mike Rose Yam
Greg Meyers Yam
Delton Curtis Suz
OPEN
Dave Brengle Yam
John Brengle Yam
Jim Roiger Yam



CALENDAR

September 28, 1977 CYCLE NEWS

EVERY WEEK

Tuesday

RICHMOND RAMBLERS MINI BIKE G.P.

Qualifying every Tues. until Nov. 18 G.P., top qualifying riders race against Nationally ranked "crossers." Bikes must be 100cc or less, 17" wheel limit. 12669 San Pablo Ave., Richmond, Ca. 94805. 415/235-7322.

Wednesday

R.A.C.E. FLAT TRACK

Corona Rcw., Corona, CA. Hwy. 91 at Buchannon. Half mile every week, plus alternating short track/TT. Thru. Oct. 26. 714/735-1705.

SPEEDWAY RACING

Inland Spdw., San Bernardino, CA. 1st race 8 p.m. 213/446-0969.

NIGHT MOTOCROSS

Petaluma Spdw., Hwy 101 to Washing St. turnoff, Petaluma, CA. AMA, D-36 rules. Entry \$7, Ex. \$10. 100% Ex. p.b. Gates open 4:30 p.m., prac. 6, race 7. 707/763-7121, 763-2911.

Thursday

CMC NIGHT MX

Portland International Rcw., Portland, OR. I-5 N to Delta Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635. Thru Oct. 6.

CMC NIGHT MX

Ascot Rcw., Gardena, CA. Harbor and 405 Fwy. Prac. stats 5:30 p.m., sign ups until 6:30, 1st race 7:30. Buy entry at gate. 213/323-1142.

ROUGH SCRAMBLES

Sacramento Rcw., Hwy. 16, S of Mather AFB. Gates open 6 p.m. Entry \$5, spec. \$2.50. Minis and up. 916/362-2653.

SPEEDWAY RACING

Irwindale Rcw., Irwindale, CA. 1st race 8 p.m. 714/492-9933.

Friday

AME NITE MX

Indian Dunes, Valencia, CA. Prac. 7 p.m., race 8. Post entry only, \$6. Pros \$10. 100% p.b. to Pros, 30% trophies. \$4000 med. covg. 213/881-5778.

CMC NIGHT MX

Irwindale Rcw., Irwindale, CA., at 605 and 210 Frwys. Pit open 4/30 p.m.; sign 'til 6:30; prac. 6:30; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

AMA SHORT TRACK

Hills Ferry Rcw., River Rd., Newman, CA. All short track classes under 500cc, plus OT. Entry \$5. Ex. \$5 at gate, \$2.50 at sign in. 100% p.b. If going to be late call 209/862-2585. Westside Eagles M.C. 209/358-6789, 545-2585. Sign in 5-6:30 p.m. Thru Sept. 30.

SPEEDWAY RACING

Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 p.m. 714/492-9933.

KCIR MOTOCROSS

Kansas City, KS. 816/358-6700, 796-4157.

D-36 TT SCRAMBLES

Lodi Cycle Bowl, Lodi, CA. Gates open 5 p.m., prac 5:30-7:30 race 8. Mini thru Open classes. Entry \$4. Class "C" traction only. No camping. 209/368-7182.

R.A.C.E. MX

Corona Rcw., Hwy. 91 & Buchanon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

MOTOCROSS

Fremont Raceway, Fremont, CA. Gates open 4:30 p.m., 1st race 7. Entry \$7, Pro \$10. 415/651-2545.

AME YOUTH DIVISION MX

Indian Dunes, Valencia, CA. Mini track. All classes. Pee Wee thru 105cc. 33% brass. Prac. 7 p.m., race. Entry \$6, memb. req'd. \$8. \$4000 med. cov. 213/881-5778.

SHR MX

Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. 30% p.b. Entry \$8. Rt. 2 Box 143c Brentwood. 415/634-3328 or 634-1667.

Saturday

MOTOCROSS

Canyon Raceway, Phoenix, AZ. off of Black Cyn. Fwy., west on Carefree Hwy. 5 1/2 mi. Gates open 5 p.m., prac 6, race 7:30. 602/992-0359.

D-36 SHORT TRACK

Cycleland Spdw., 14 mi. south of Chico, CA, at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 p.m., prac. 7, gates close 7:30, race 8 p.m. Entry \$4.50, Ex. \$6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302. Thru Sept. 24 TT SCRAMBLES

Elsinore Rcw., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 p.m., prac 7, race 8. Gate \$2, race \$3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

SADDLEBACK SATURDAY MX

Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771

Sunday

SPEEDWAY PRACTICE

Elsinore Rcw., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

September 21

CMC MOTOCROSS

South Bay Park Spdw., San Diego, CA. I-805 S. from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro. Entry \$7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

September 23

AMA D-35 SCRAMBLES

Tulare Cnty. Frgrds., Tulare, CA. Tulare Trackmasters, Inc. 209/686-2371

SHR MX

Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. 30% p.b. Entry \$8. Rt. 2 Box 143c Brentwood. 415/634-3328 or 634-1667.

September 23-26

IFMA M/C EXHIBITION

Cologne, Germany. Last year 182,583 visitors from 62 countries visited the IFMA Exhibition. Representatives: German American Chamber of Commerce of Los Angeles, One Park Plaza, 3250 Wilshire Blvd., Los Angeles, CA 90010. 213/381-2236.

LAND USE MEETING

Needles, CA and various field locations. California Desert Conservation Area Advisory Committee. Meetings start 8 am ea. day. Field review of East Mojave Planning Unit incl. O/N 9/23-24. Statements should be in writing. Persons wishing to make oral statements should contact Committee chairman, c/o Desert Planning Staff, BLM, 1695 Spruce, Riverside, CA 92507.

September 24

\$1000 INVITATIONAL TT

Lodi Cycle Bowl, Lodi, CA. California State Invitational TT Championship. \$1000 purse to Ex. (Minis excl.). Gate opens 5 p.m., race starts 5:30. Invitational only 408/463-3355, 931-3722, 368-7182.

D-36 SEMI PRO SHORT TRACK

Town and Country Frgrds., Napa, CA. Take 3rd St. to Silverado Trail entrance. Gates open 3:30 pm, prac. 5, race 7. All classes, incl. minis. Aragon M/C, P.O. Box 1311, Novato, CA 94947. 415/892-5350.

AMA D-35 SCRAMBLES

Chowchilla Frgrds., Chowchilla, CA. Start 8 p.m. Hot Shoes M.C. 209/665-2840.

HIGH SCHOOL MX

Saddleback Park. All Classes. 30% trophies, CMC License required. Individual & School Team Comp. Qualifying for Varsity and J.V. Letters. 714/559-0199. (Parent Approval Required.)

SHORT TRACK

Boothill Speedway, Shreveport, La. 10 mi. W. of Shreveport. All Classes, \$500 purse. \$4 entry. 2 expert classes, 250, OPEN. 4315 Orla St., Shreveport, La. 71108. 318/636-9773.

TT/SHORT TRACK

Perris Rcw., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 p.m., sign up 5-6, prac 6-7, race 7. All classes, Beg. thru Ex. Gate admission \$3, post entry \$5. 30% brass. 714/960-2501.

September 24-25

CERA FOOLS GOLD

2DAY RD. ENDURO
250 Mis. per day. Overnight at Carson City Camping & Motels Avail. Pre Entry \$8, Post \$8.50. 415/837-0758 or 415/938-9069

September 25

CMC MX

Tumbleweed Park, Nas Lemoore, CA. All classes. 100% pb. Entry \$7, Pros \$10. Prac. 7:30, Race 9:00. P.O. Box 1434, Nas Lemoore, CA 93245. 209/998-7450.

MOTOCROSS

Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Bridge. prac. 7:30 am, race 9. Entry \$7, gate \$2, Pros \$12. 33% trophies. 213/832-6844, 547-1818.

MAM D-36 MX

Plymouth Raceway, Ca. E. at P.G.&E. substation, 1/4 mi. to track. All Classes & P.P. and O.T. Entry \$16 pros, \$9 others (includes insurance) semi-pro 100% pb, Special pro event and purse. P.O. Box 221, Sutter Creek, Ca. 95685. 209/267-0312.

WMRRA ROAD RACE

Seattle International Raceway, Kent Wa. WMRRA. 2200 N.E. 75th, Seattle, WA 98115. 206/246-9700, 774-0505.

GNC MX

Gents MX, Longview, TX. Texas Region Qualifier for Astrodome. All classes. 214/753-0383.

GNC MX

Lake Whitney Cycle Ranch, Lake Whitney, TX. Texas Region Qualifier for Astrodome. All classes. 817/694-2901.

GNC MX

ANBUCS MX Park, Ponca City, Oklahoma. Central Region Qualifier for Astrodome. All classes. 405/765-6839.

GNC MX

DBJ Motorsport Park, Omaha, Neb. Cntrl. Region Qualifier for Astrodome. All classes. 402/592-4418.

GNC MX

Wespark MX, Lafayette, LA. Southern Region Qualifier for Astrodome. All classes. 318/984-3792

AMA SEMI-PRO MX

Marysville, Ca., under the 10th St. Bridge. Over levee at W. end of 14th St. All Classes & P.P., Mini, O.T. 100% purse. Entry \$8, \$15 pros. 2113 Paseo Ave. Live Oak, Ca. 916/695-2727, 695-2088.

AMA D-37 HARE & HOUND

Lined from California City, CA. Golf Course. Timed event, no mass start. Mail entries open Aug. 10, drawing for start Sept. 14, Sunland Park, 8 p.m. Start 8 a.m. Course 70 mi., Trail Nov. 1 loop. Rescue 3. Send entry, \$9, 2 SASE and photostat of AMA and D-37 cards to Shamrocks M.C., P.O. Box 515, Sunland, CA 91040. 213/361-6683, 6-9 p.m.

CMC MOTOCROSS

Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 t Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry \$8 Sptsmn, \$12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062.

AMA D-22 MOTOCROSS

Tipton Hills Park, Tipton, IA. 1 1/2 mi. north of I-80 and exit 66. 319/946-3131.

CRC MOTOCROSS

395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros, 30% trophies for Sptsmn. Entry \$7 Sptsmn., \$12 Pros, non-memb. add \$2. Gates open 7 a.m. prac. 8, race 9:30. O/N camping. 714/689-6114, days.

MYMC MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

CMC MOTOCROSS

Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. Admission \$3, Am. entry \$5, Pro \$10. 100% Pro p.b. Sign up 8:30, prac 10-10:45, race 11 am. 509/453-8880.

CMC POINTS MOTOCROSS

Carlsbad Rcw., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. \$7 mail, \$10 post entry; Pros \$12 mail, \$15 post entry. CMC Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

GRAND PRIX

Flying P Ranch, Weatherford, TX. Btwn FM 2421 and FM Hwy. 51. Prac. 8-10, race 11. 80+ mi. Pre entry \$15, late \$20. Cash to winners and top 3. Over \$1000 in contingencies. 100, 125, 200, 250, Open, over 30, OA big bike, OA small bike classes. Grand Prix, Rt. 10, Box, 607-13A, Ft. Worth, TX 76135. 817/237-2466, 594-6293.

AME MX

Indian Dunes, Valencia, CA. Gate open 7, sign up 'til 8:30, prac. 8, race 9. Entry \$8 mail, \$10 post, Pros \$12/\$15. Memb. req'd. \$8. Payback to pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS

Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Sign up 8-9 am, prac. 9-10, race 10:15. Int/Ex. sign up noon, pract. 1 pm, race 1. Entry \$5 Nov.; Int. \$6; Ex. \$8. Purse \$705 or 50% of gate in bad weather. 817/694-2901.

AMA D-22 MOTOCROSS

One mi east of Legrand, IA. Start 12:30. Mid-Iowa M.X. 515/752-7337.

AMA D-22 ENDURO

Dayton Iowa Park, Dayton, IA. Start 10 a.m. River Valley Cycle Assn. 515/516-0094.

AMC MOTOCROSS

Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 extra non-memb. \$3000 med. cov. 30% same day brass, 100% Pro p.b. 714/541-9439.

AFM ROAD RACE

Riverside Intl. Raceway. All G.P. classes will be paid. \$3,000 purse. Entry \$20 for first entry, \$10 each additional class. \$25 and \$15 post entry. 4996 Argyle Dr. Buena park, CA. 90620. 714/523-3892.

MOTOCROSS

McAllen MX Park, Next to Miller Inter. Airport, McAllen, TX. Entry \$6, Ex. \$8, money to EX. McAllen M.C. 512/686-4181.

OAK HILL MOTOCROSS

Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. \$705 guaranteed purse or 50% of gate in bad weather. Entry: \$5 Nov, mini, OT; \$6 Int-\$8 Ex. Rt. 1, Box 71, Alvord, TX. 76225. 817/427-2665.

CMC MOTOCROSS

T-Car Spdw., Carson City, NV. Follow signs south of town. Jr/Int entry \$9, Pro \$15. 100% Pro p.b. Tahoe-Carson M.C. 702/882-6883.

MOTOCROSS

Edge of Ponca City, OK. ABC Race Assn, Inc, P.O. Box 2043, Ponca City, OK 74601. 405/765-6839.

AMA GRAND NATIONAL MILE

Santa Clara Cnty. Frgrds., 344 Tully Rd., San Jose, CA. Starts final Western leg of Camel Pro Series. Bob Barkheimer Associates, 14 Camp Evers Ln., Scott Valley, CA 95066. 408/438-3210.

ATA/SDTR TRIALS

Santee Lakes. Call for maps. Beg., Nov., Sr., Am., Ex., Classes. 20% trophies. \$6 entry. 9608 Domer Rd., Santee Cal. 92701. 714/276-6594.

MOTOCROSS

Waggoner, LA. 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. \$600 purse. Entry \$4 AM., \$6 Ex. 504/399-6494.

HARE SCRAMBLES

West Wendover, Nev. 100 mi. in 4 loops. Finishers pins, free T-shirts. Utah Desert Foxes 801/266-6623

ENDURO

Kaw Valley, KS. Black-Jack Enduro Circuit. Rt. 1, Box 78, Cleveland, OK 74020. 918/243-7210, 749-3391.

CANCELLED

AME MOTOCROSS, Spillway Park, Sept. 25.

AMA ROUGH SCRAMBLES

Perris Rcw., Perris, Ca. On Hwy. 74, off at Ellis Ave., W. side. Beg. thru Ex. Classes. Adm. \$3, Entry \$5. P.O. Box 1294 Perris, Ca., 92370. Gates open 8:30. Prac. 9:30, race 10:30 a.m. 714/960-2501, 657-8917.

B.O.S.S./CMC MOTOCROSS

Helvetia Park, West Sacramento, CA. All classes. Entry \$9, Pro \$15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

SHR MARATHON

Sand Hill Ranch, corner Camino Diablo & Vasco Rd. 100-Open Classes. \$25 to Overall winner, 30% trophies. \$6 entry, \$3 gate free. Riders must be signed in by 9:30, ride 10-noon. RT 2 Box 143 C Brentwood, Ca. 415/634-3328 or 634-1667.

SRA GRAND PRIX

Racing World, Trabuco Cyn. 1 hour races over 4 mi. course G.P. SRA or DRA License required. Prac. 8:00, Race 8:45. 20% trophies and Points toward Ca. G.P. Champs. 213/320-1015.

AMA D-22 MX

One mi. east of Castana, IA. Start noon. Castana Moto Cross, Inc. 712/353-6388

OLD TIMERS MX ASSN.

Racing World, Trabuco Cyn., CA. Race with CRC.

TRANS-AMA MX

Mid-Ohio MXPark, Lexington, OH. 500cc International, 250cc Support classes. 419/529-5600.

CRC MX

\$1,000 Purse
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and \$ to Ex, 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. \$15 Sptsmn. \$7, \$2 extra non-memb. 213/830-7519.

California Racing Club
presents

California City Grand Prix

- Oct. 1 & 2
- Heavy Finisher Pins
- Large Trophies
- Free Window Decals
- Free Camping
- No Gate Fee
- No Spectator Fee
- One Gala Weekend

A Genuine Grand Prix — not an extended MX
Racing thru the streets & desert

Entries Open Now. Mail Now.

Timed Race — Ten riders per row

Mail \$20 & 2 legal size self-addressed-stamped envelopes to

CRC, 7601 Arlington Ave., Riverside, CA 92503

Post entry \$25

CRC, DRA, & District 37 membership honored

all others must join or ride pie-plate expert

Non CRC or DRA members must send photocopy of '77 card

● 75% Cash payback to Pros ● Double DRA Points

Schedule of Events

Saturday:

0-200 Beg. 0-200 Jr. Senior Beg. Women Beg. Mini's, 3/Wheel, S/H

250 & Open Beg. 250 & Open Jr. Senior Beg. all Senior Beg.

0-200 Nov. 0-200 Jr. Senior Nov. Advance Women, all Senior Nov.

8:15 am

11:45 am

2:45 am

Sunday:

250 & Open Nov. 250 & Open Jr. Senior Nov.

All Amateur & Expert, Jr. Senior & Senior Amateur & Expert

8:15 am

12:00 pm

CRC 714-689-6114 days

CRC #

Social Security No. _____

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

PHONE _____

Riding Class: Beg. Nov. Am. Ex. Jr. Senior

Senior

Women Mini Age

Make & Size of Bike _____

3 Wheel S/H

Club _____

(and or) Shop _____

SIGNED _____

Date _____

(I have read & agree to all the above)

PARENT'S APPROVAL _____

(required if entrant under 18)



Southern California's
only motor recreation
park with
OVERNIGHT CAMPING
(714)-581-6400
OPEN 7 DAYS A WEEK

GENERAL ADDMISSION

MON - SAT

\$2.00

Sept. 25th

SUNDAYS

\$3.00

CRC — \$1,000 MX (Marty Smith Course)

CYCLES

\$1.00

SRA — Calif. Grand Prix (G.P. Area)

CAMPING \$3.00 per veh

Racing Schedule



\$50 BOUNTY
on DG's Steve Bauer
(125 Pro)
Friday Night MX
(on a clean win, up to the
discretion of R.A.C.E. officials)
gates open 5:30 practice 6:00
Friday Night — Sept. 23
Corona Raceway
info: 714-735-1705



Road Racing Schedule

September 25-Riverside
October 16-Sears Point

American Federation of Motorcyclists
714-523-3892 916-392-0611

Thompson, P.O. Box 970,
Ruidoso, NM 88345. For other
info: Ruidoso C of C, P.O. Box
698, Ruidoso, NM 88345.
505/257-7395.

September 28

CALIFORNIA STATE SPEEDWAY CHAMPIONSHIPS

Moved from Inland to the Kern
County Fairgrounds,
Bakersfield. All three national
champions competing, both
Basts, Woods, Penhall,
Fishback, Christian, Cherry and
more. Call Inland Speedway for
details. 213/446-0969.

September 30

INDOOR M/C SWAP MEET

Great Western Exhibit Center,
Los Angeles, CA. 6-11 p.m.
Admission \$2.50, kids under 12
free. 213/588-7310.

SHR MX

Sand Hill Ranch, corner
Camino Diablo & Vasco Rd. All
Classes. 100% P.P., Mini, 100%
Ex. 30% p.b. Entry \$8 Rt. 2 Box
143c Brentwood. 415/634-3328
or 634-1667.

October 1-2

CRC CAL CITY GP

California City, CA. Thru the
streets of Cal City and out into
surrounding desert. DRA points
and rules. CRC, 7601 Arlington,
Riverside, CA 92503. 714/689-
6114, days.

GRAND PRIX

By AMA Dist. 37 through
streets and desert of Barstow,
CA. Race cancelled August 19,
1977. Entries to be returned.

October 1

AME MOTOCROSS

Sprockets Park, Bakersfield,
CA. Gates open 4 pm, prac. 7,
race 8. Post entry only, \$8
Sptsmn., \$12 Pros. 100% p.b. to
Pros, 30% brass to Sptsmn.
Memb. req'd., \$8. \$4000 med.
covg. 213/881-5778.

TT/SHORT TRACK

Perris Rcw., on Hwy. 74 off
Ellis Ave., 1/4-mi. west side,
Perris, CA. Gate opens 5 pm,
sign up 5-6, prac. 6-7, race 7. All
classes, Beg. thru Ex. Gate
admission \$3, post entry \$5.
30% brass. 714/960-2501.

D-36SEMI PRO SHORT TRACK

Monterey Fairgrounds,
Fairgrounds Rd. and Casa
Verde. Mini, 100 thru 500cc
classes. 100% p.b. to Ex. Sign
up 5 pm, Practice 6 pm.
408/899-2401, 394-8225.

SEMI PRO SHORT TRACK

Triple M Rcw., Simpson
Lane, Marysville, CA. Mini
through 500cc. Sign up 5 pm,
Prac. 6-7, Race 8 pm. Entry \$7
Ex. (\$4 p.b.), \$5 all others. L.T.D.
Racing Promotions. 916/742-
1653, 673-3378.

October 2

AMA D-26 TRIALS

Granger, UT. Salt Lake M.C.
801/299-8976.

AMA SEMI-PRO MX

Marysville, Ca. Under "E" St.
Bridge. Over levee on Shad Rd.
at S.E. end of "E" St. Bridge. All
Classes. 100% purse. \$8 Entry,
\$15 pros. 2113 Paseo Ave., Live
Oak, Ca. 916/695-2727 or 695-
2088.

8-HOUR, \$6000 DESERT RACE

29 Rd. and I-70, Grand
Junction, CO. Entry \$70 per
bike. \$100 after Sept. 25. Race 9
a.m.-5p.m. Desert Scramblers,
P.O. Box 411, Grand Junction,
CO 81501. 303/245-3415, eves.
or wknds.

AMA NATIONAL D-37 ENDURO

California State Champion-
ship, Lucerne Valley, CA. 100
mi. All classes. A&B entry \$12,
C riders \$8.50, post \$15.
Drawing Sept. 21, AAA Cycle,
Santa Ana. Complete entries
and 3 SASE to Double Crossers
M.C., 3361 Alabama Cir., Costa
Mesa, CA 92626. 714/536-7309.
"NorCal riders come show your
stuff!"

SPEEDWAY

Elsinore Rcw., Elsinore, CA.
Beg., Div. 3 ride for trophies,
100% p.b. to Div. 2 Open prac.
afterwards. 714/826-2386, 674-
5383.

MOTOCROSS

Mosier Valley MX Park,
Arlington, TX. Rain or shine.
\$663 guaranteed purse or 50%
of gate if rain. Brass to six
places. Free keg beer. Gate \$3,
Nov. entry \$5, Int. \$6, Ex. \$7.
Nov. prac. 9 am, race 10. Int/Ex.
prac. classes 817/277-9917, 267-
9153.

MOTOCROSS

Sunshine Cycle Pk., Tucson,
AZ. I-10 to Palo Verde, south to
track. Gate opens 8:30 am, prac.
9, race 10. Entry \$8, Pros \$12.
100% Pro p.b. Phoenix riders
pay only \$3 admission (except
Pros). 602/795-1490.

MINI MOTOCROSS

Barona Oaks Raceway, Hwy.
67 to Lakeside, E on Mapleview,
N on Ashwood, up Wildcat Cyn.
Rd. 11 mi. O/N camping. Sign
up closes 8 am sharp. Late entry
\$10, guest rider \$9. 714/749-
2525, 479-1572, 440-1843.

CRC MOTOCROSS

DeAnza Cycle Park,
Sunnymead, CA. 2 long motos
and \$ to Ex., 3 motos and 30%
brass to Sptsmn. All classes.
Overnight camping free. Gate
opens 7 am, race 9:30. Entry \$7
Sptsmn., \$12 Ex., \$2 extra non-
memb. 213/830-7519.

AMC MOTOCROSS

Carlsbad Rcw., Carlsbad,
CA. Gate open 7 am, prac. 8-9,
race 9:30 No mail entry. \$7/\$12
post, \$2 extra non-memb. \$3000
med. ins. 100% Pro p.b., 30%
brass. 714/541-9439.

MOTOCROSS

Waggoner, LA. 6 mi. north of
U.S. 90 off Hury P. Long bridge,
turn right on river. \$600 purse.
Entry \$4 Am., \$6 Ex. 504/399-
6494.

MOTOCROSS

Barron Fork, Tahlequah, OK. 4
mi. E of Tahlequah on Hwy. 51,
4 mi. S on Welling Rd. Prac. 9-11
am, race noon. 8 races series,
\$3,000 bonus to Ex. 918/456-
8421.

TT AND HALF MILE

395 Cycle Park, Adelanto, CA.
No membership req'd. Prac. 9
am, race noon. Entry \$4. Half
mile program 1st, then TT. Gate
\$2. 25% brass. 714/246-6109.

AMA 1-DAY RELIABILITY

Camas, WA. 20 mi. east of
Vancouver, WA. 80 mi., 2 tests,
rocks. 125, 175, 250, Open
classes. Entry \$5. Lobos M.C.,
14000 South Forsythe, Oregon
City, OR 97045.

KMSA MOTOCROSS

Olsburg, KS. From Olsburg,
go 1/2 mi. East on State 16, turn
south, go 1 1/2 mi. Mini-100-125-
250-Open-Women's classes.
Sign up 9 am to 12, prac. 10-
11:15, riders mtg. 11:50, race
noon. 50% of gate to Sr. riders.
Knobby Hills, Inc., RR 4, Box 23,
Manhattan, KS 66502. 913/539-
8510, 456-9576, 456-2738.

AMA GRAND NATIONAL RR

Riverside Rcw., Riverside,
CA. Hwy. 60 to Day St., right to
track. Camel Pro series event,
\$25,000 purse. 714/653-1161.

TRANS-AMA MOTOCROSS

Lake Sugar Tree, Axton, VA.
500cc International, 250cc
Support classes.

AMA/NATC NAT'L TRIALS

Colorado. c/o Wiltz Wagner,
4523 E. 18th St., Denver, CO
80220. 303/322-4256.

AMA D-36 OUTLAW ENDURO

40 mi. east of Carson City,
NV. 1st loop 34 mi, fun, 2nd
loop 55 mi. Drawing Sept. 23,
Straw Hat Pizza, So. Y Center,
So. Lake Tahoe, CA. Entry ltd. to
750. A, B, C, PP, Mini, Sr classes
plus teams. Entry \$8.50, 1 loop
(C, Mini, PP), 2 loops \$11.50.
Post entry \$10/\$14. Sierra Tahoe
M.C. & El Dorado Co. Sheriffs
Assn., P.O. Box 7298, So. Lake
Tahoe, CA 95731. 916/541-
0434, 544-8071.

CMC POINTS MOTOCROSS

Saddleback Park, Orange, CA.
Open 7:30 a.m.; sign 8-9:00
a.m.; pract. 8-9:00; race 9:30
a.m. Jrs., Ints. \$7 mail, \$10 post.
Pros \$12 mail, \$15 post entry.
714/557-3323. CMC, Box 1402,
Costa Mesa, CA 92626.

CMC MOTOCROSS

Washougal Motocross Park,
Washougal, WA. Hwy. 14 to
Washougal, 6 mi. on #140 to
N.E. Hughes, R on N.E. Borin.
Gates open 7 am, prac. 9-10,
sign up closes 9:45, race 10:30.
CMC lic. req'd., \$8. 100% p.b.
for pros, paid by moto. 503/649-
5673.

ITA TRIALS AND SCHOOL

Saddleback Park, Orange, CA.
Sign up 8:30 am, rider mtg. 9:45,
competition starts 10. Entry \$5,
non-memb. \$7. Beg. Nov, Am,
Ex, Sr, 1st time Beg. Classes.
School taught by Expert rider.
Awards to top 40%. 714/879-
0570.

CRC

\$1,000 PURSE

Indian Dunes, Valencia CA. 2
long motos and \$ for Ex, 3
motos and 30% brass for
Sptsmn. All classes, \$3000 med.
ins. Gate open 7 am, prac 8, race
9:30. Sptsmn \$7, Ex \$15 \$2
extra for non-memb. 213/830-
7519.

MOTOCROSS

Motorcycle Rcw., Oklahoma
City, OK. 405/627-3989.

AMA D-22 ENDURO

Pacific Junction, IA. start 9
a.m. 2:00 Riders M.C., P.O. Box
7049, Omaha, NB 68107.

AMA D-22 OBSERVED TRIALS

South end of 22nd, Ft. Dodge,
IA. 1 p.m. start. River City Cycle
Assn. 515/576-0094.

AMA ROUGH SCRAMBLES

Perris Rcw., Perris, Ca. On
Hwy. 74, off at Ellis Ave., W.
side. Beg. thru Ex. Classes.
Adm. \$3, Entry \$5. P.O. Box
1294 Perris, Ca., 92370. Gates
open 8:30. Prac. 9:30, race 10:30
a.m. 714/960-2501, 657-8917.

D-36 SEMI PRO HALF-MILE

Orland, CA. All classes, incl.
minis. Spec. 750cc class for Jr.
and Ex. Med. ins. Gate open 7
am, prac. 10, race noon. Aragon
M.C., P.O. Box 1311, Novato,
CA 94947. 415/892-5350.

ZAP/CMC GOLD CUP MX

Carnegie Cycle Park,
Livermore Ca. All Classes. Int. &
Ex. sign-up 6:30, Prac. 7:30,
Race 8:30. 125-Open Nov. &
Beg., sign-up 10-12; prac. after
A.M. Races. Entry \$9, Pros \$15.
33% trophies, 110% p.b. Free
o/n camping. P.O. BOX 1216
Pacifica Ca. 94044. 415/355-
4760.

SHR MX

Sand Hill Ranch, corner
Camino Diablo & Vasco Rd. All
Classes. 100% P.P., Mini, 100%
Ex. p.b. Entry \$9, \$15 pros. Rt. 2
Box 143C Brentwood. 415/634-
3328 or 634-1667.

B.O....S./CMC MX

Sacramento OHV Park (old
McGill), Hwy. 50 to Prairie City,
right to White Rock, right 2 mi.
to track. All classes, incl. Vet.,
OT, and Mini. Entry \$9/\$15.
100% p.b. to Pro, 30% trophies.
916/635-5240.

October 2-8

SPEED WEEK

Bonneville Salt Flats, UT. The
big week of setting world
records in everything from 50cc
tiddlers to streamliners with two
T2750 engines.

October 7-16

MOTORCYCLE EXHIBITION

Porte de Versailles, Exhibition
Park, Paris, France. 64th annual
exhibition. 350 Exhibitors. Air
France offers 6-night tour, Oct.
9-16, \$814 from Los Angeles.
Call Air France Tour Desk.
213/625-1346.

October 7

AMA NATIONAL

CHAMPIONSHIP TT
Ascott Park, Gardena, Ca.
Camel Pro Series Race. \$17,000
purse, 9 events. Adv. Sales at
Ticketron or Ascot. Res. Adult
\$10, GN. adm. \$7.50 in Adv. \$8
at gate. Children 1/2 price.
213/321-5323, 323-5055.

October 8

AMA/NATC TRIALS

Oklahoma. c/o Mike McCabe,
12120 E. 24th Pl., Tulsa, OK
74129. 918/437-4324.

D-36 SEMI PRO SHORT TRACK

Monterey Fairgrounds,
Fairgrounds Rd. and Casa
Verde. 100% p.b. to Ex. Sign up
5 pm, Practice 6 pm. 408/899-
2401, 394-8225.

AMA GRAND NATIONAL HALF MILE
Ascot Park, 18300 Vermont Ave., Gardena, CA. Final race of Camel Pro Series. \$14,000 purse. Agajanian Enterprises, P.O. Box 98, Gardena, CA. 90247. 213/321-5323, 323-5055.

TT/SHORT TRACK
Perris Rcw., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm, sign up 5-6, prac. 6-7, race 7. All classes, Beg. thru Ex. Gate admission \$3, post entry \$5. 30% brass. 714/960-2501.

HIGH SCHOOL MX
Saddleback Park. All Classes. 30% trophies, CMC License required. Individual & School Team Comp. Qualifying for Varsity and J.V. Letters. 714/559-0199. (Parent Approval Required.)

October 8-9

P.I.T.S. TERRA NOVA 2-DAY TRIAL
Vancouver Island, Canada. 415/365-0289 if interested.

October 9

TRANS-AMA MOTOCROSS
Unadilla Sports Center, New Berlin, NY. 500cc International, 250cc Support classes.

AMA/NATC TRIALS
Missouri. c/o John Miller, 7101 N. Highland, Kansas City, MO 64118. 816/436-9369.

AMA D-21 ENDURO
Lawrence, KS. WheelSport M.C., P.O. Box 831, Lawrence, KS 66044. 8 a.m. start. 913/843-9153.

AMA D-22 HARE SCRAMBLES
Six mi. south, 3 mi. east of Plattsmouth, NB. Noon start. Cavaliers M.C. 402/235-2213.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All classes. Entry \$9, Pro \$15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

AMA D-22 ENDURO
Winterset, IA. Start 10:01 a.m. Des Moines Enduro Riders, 4195 Timber Lane, Des Moines, IA. 515/266-4987.

CRRC ROAD RACE
Oak Hill Rcw., Henderson, TX. CRRC, P.O. Box 3828, Austin, TX 78764. 512/476-5470.

AMA AMATEUR MX FINAL
Lake Sugar Tree, Axton, VA. National Amateur final. Avery Mills, P.O. Box 87, Axton, VA.

ROAD RACE
Willow Springs, Hwy. 14 to Rosamond, CA, west to track. All classes. Entry \$14 pre, \$18 post. Same day prize money and trophies. Manning Racing, 3407 W. Olive, #102, Burbank, CA 91505. 213/842-7433.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. \$705 guaranteed purse or 50% of gate in bad weather. Entry: \$5 Nov, mini, OT; \$6 Int; \$8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2665.

SRA RED MOUNTAIN ENDURO
Special Sat. 7 mi. Enduro for 12 yrs. & under at 11:00, 22 mi. event for girls & under 16 C riders at 1:30. Men on Sun. at 8:00. Pins, 20% trophies and Smuggler Series Points. Pitts on Trona Rd. 213/320-1015.

MOTOCROSS
Williams Rcw., Nellis Track. Mini Pro Series. All classes and bike sizes. Sign up 7 am, prac. 8, race 9. Las Vegas MX Club, 560 E. St. Louis, Las Vegas, NV 89104. 702/734-6703.

AMC MOTOCROSS
Saddleback Park, Orange, Ca. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 xtra non-memb. \$3000 med. cov. 30% same day brass, 100% Pro p.b. 714/541-9439.

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros, 30% trophies for Sptsmn. Entry \$7 Sptsmn., \$12 Pros, non-memb. add \$2. Gates open 7 a.m. Prac. 8, race 9:30. O/N camping. 714/689-6114, days.

CMC MOTOCROSS
Suntarget Sports, 13 mi. east of Yakima, WA on Hwy. 24. Admission \$3, Am. entry \$5, pro \$10. 100% Pro p.b. Sign up 8:30, prac 10-10:45, race 11 am. 509/453-8880.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, sign up 'til 8:30, prac. 8, race 9. Entry \$8 mail, \$10 post, Pros \$12/\$15. Memb. req'd. \$8. Payback to Pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA D-36 HARE SCRAMBLES
Salt Wells, Nev. All Classes. Trophies, Finisher Pins, T-Shirts. Mail Entry \$16, Post, \$25. D.B. M/C, P.O. Box L, Sparks, Nev. 89431. 702/329-9264.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and \$ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. \$12, Sptsmn. \$7, \$2 extra non-memb. 213/830-7519.

TT SCRAMBLES
Sidewinder Speedway, 6 mi. E. of Kingham, AZ. Access at Airport underpass. All Classes. Ex. p.b. entry \$5, \$7 Pro. Gates \$1. Sign up 9 am, Prac. 11, race noon. Box 408 Kingham, AZ 86401. 602/753-6470.

ZAPLCMC GOLD CUP MX
Carnegie Cycle Park, Livermore Ca. All Classes. Int. & Ex. sign-up 6:30, Prac. 7:30, Race 8:30. 125-Open Nov. & Beg., sign-up 10-12; Prac. after A.M. Races. Entry \$9, Pros \$15. 33% trophies, 110% p.b. Free o/n camping. P.O. BOX 1216 Pacifica Ca. 94044. 415/355-4760.

CMC MOTOCROSS
Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry \$8 Sptsmn, \$12 Pro. 100% p.b. to pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254-665-6062.

AMA ENDURO
Cloudcroft, N.M. 17 mi. E. of Alamogordo on 82.49 Trophies. \$18 entry. P.O. Box 1192 Alamogordo N.M. 88310. 505/437-3659.

October 15

AMA D-36 ENDURO
Cowbell Enduro, Lake Pillsbury, Ca. All Classes. Trophies. Entry \$12. Post \$14. Drawing for position Sept. 14. 439 Evelyn Lane, Hayward, Ca. 94544. 415/886-4903.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Mini, 100 thru 500cc Classes. 100% p.b. to Ex. Sign up 5 pm, Practice 6 pm. 408/899-2401, 394-8225.

SEMI PRO SHORT TRACK
Triple M Rcw., Simpson Lane, Marysville, CA. Mini through 500cc Sign up 5 pm, Prac. 6-7, Race 8 pm. Entry \$7 Ex. (\$4 p.b.), \$5 all others. L.T.D. Racing Promotions. 916/742-1653, 673-3378.

October 16

AMA NATIONAL CHAMPIONSHIP HARE & HOUND
Lined from Lucerne Valley. National Class by invitation only. Support class open to all. Entry \$15, close Oct. 1. AMA cards required. Start 9:00 am, 3x40 mi. loops. Trophies, finishers pins, decals. Support riders mail any std. District form, & photocopy of AMA & District cards + 2 S.A.S.E. to Invaders M/C, 10829 Fallon Ave., Santa Fe Springs, CA 90607. Support Class info 213/863-9780.

AFM ROAD RACE
Sears Point Intl. Speedway, Sonoma, Ca. All G.P., Sidecar, Prod. S/S, B/S Class. Drawing for 2 classes. Entry \$18, \$8 Pre., Post \$20, \$10. 6548 Wyndham Dr. #2, Sacto., CA. 95823. 415/825-7841, 916/392-0611.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Ca. 2 long motos and \$ to EX., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 am, race 9:30. Entry \$7 Sptsmn., \$12 Ex., \$2 extra non-memb. 213/830-7519.

AMC MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Gate open 7 am, prac., 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 extra non-memb. \$3000 med. ins. 100% Pro p.b., 30% brass. 714/541-9439.

TT AND HALF MILE
395 Cycle Park, Adelanto, CA. No membership req'd. prac. 9 am, race noon. Entry \$4. Half mile program 1st, then TT. Gate \$2. 25% brass. 714/246-6109.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry \$5, non-memb. \$7. Beg. Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

MOTOCROSS
Motorcycle Rcw., Oklahoma City, OK. 405/627-3989.



\$1,000 CASH PURSE

Oct. 2

INDIAN DUNES

125, 250 Open Experts
1st \$160, 2nd \$85, 3rd \$50, 4th \$25, 5th \$15
100cc Experts receive cash payback

30% BRASS TO SPORTSMEN

All riders receive \$3,000 medical insurance
No membership required
Beginner — Novice — Intermediate — Expert — Veteran — Minicycle
125cc, 250cc, Open Experts.... \$15 — 100cc Experts.... \$12 —
Sportsmen.... \$7
Non-members add \$2
CRC info: (213) 830-7519

No pit riding at.....

INDIAN DUNES



CRC \$1,000 Purse MX SEPT. 25

Cash payback for 100cc — 30% Brass to Sportsmen

Marty Smith Track

Track will be completely renovated for this event
New jumps — wider track — layout modifications!

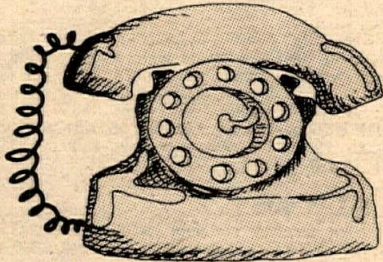
Post Only \$15 Pros \$7 Sportsmen
\$2 extra non-members
gates 7- practice 8- 1st race 9:30
info: 213 830-7519



All it takes

To begin your advertising campaign
is a phone call

To the advertising department
at Cycle News



213-427-7433

And our courteous staff
will help you put it together

Race Schedule

CRC
213-830-7519
Sept. 25-Racing World MX-
\$1,000 Purse
Sept. 25-395 Cycle Park MX
Oct. 2-Indian Dunes MX -
\$1,000 Purse
Oct. 2-De Anza MX
Oct. 9-Racing World MX
Oct. 9-395 Cycle Park MX

SADDLEBACK SAT. MX
Motocross Every Saturday
info: 714-495-4771

AME Membership required \$8
1st & 3rd Saturday Nights
Sprockets Park, Bakersfield
Post entry only \$8 Sportsmen \$12 Pros
2nd & 4th Sundays
Indian Dunes
Sportsmen \$8 mail — \$10 post
Pros \$12 mail — \$15 post
Every Friday Night
Indian Dunes
Post entry only \$6 Sportsmen \$10 Pros
AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a \$500 cash prize
& top points Pro receives an
additional \$500 cash prize
AME
PO Box 1421, Reseda, CA 91335 213-881-5778
1st & 3rd Sundays RACING World
Post entry only \$8 sportsmen \$12 Pros

Holeshot?

Youth Division Indian Dunes
Calendar of Events
213-881-5778
AME
Friday, Sept. 23-Mini Track
Sunday, Sept. 25-Mini Track
Friday, Sept. 30-Mini Track
Friday, Oct. 7-Mini Track

AMC
RACE SCHEDULE
Sept. 25-Saddleback
Oct. 2 -Carlsbad
Oct. 9 -Saddleback
Oct. 16 -Carlsbad
INFO 714-541-9439

FREE LISTING

CALENDAR

Event date	Event sanction	Event type
Location		
How to get there		
Classes	Purse	Entry fee
Mailing address		
Other info		
Your name	Phone number for info	

Listings must be received by noon Thursday
to be included in the following week's Cycle
News. No listings can be accepted by phone.
Please include a phone number for
additional information. Mail the completed
blank to Cycle News Calendar, Box 498,
Long Beach, CA 90801.

WANT ADS

Help Wanted

Mechanic wanted

Experienced only. Contact Triumph of No. Hollywood, 5626 Tujunga Ave., North Hollywood, Calif. 91601. (33/TFN)

Wanted Honda partsperson

Full time worker with minimum 1 year counter experience. (213) 371-8959. (38)

Wanted

Experienced, full time Yamaha parts man. Also part time salesman. Good benefits. Call (213) 635-8058. (32/TFN)

Mechanic

Suzuki & BMW immediate opening. Must be experienced. Good pay for right man. Apply in person. Suzuki West, 8941 E. Valley Blvd., Rosemead, Calif. 91770. (36/TFN).

Suzuki service manager needed

Minimum 3 years experience. Salary open. Send resume or contact Orange County Suzuki, 1995 Harbor Blvd., Costa Mesa, Calif. 92627. (38/TFN)

Parts person

Full or part time. Experience preferred, 5 day week, good pay & benefits. 12451 Westminster, Santa Ana, Calif. 92703. (714) 531-0741. (37/3x)

Wanted experience Honda service writer

Experienced in Honda warranty and customer relationship. Apply at Ontario Honda, 1170 W. Holt, Ontario, Calif. Contact Alan (714) 983-0695 or (213) 331-7115. (30/TFN)

Wanted Yamaha mechanic

Experienced only. Must have own hand tools, contact Yamaha of Redlands, 833 W. Colton Ave., Redlands, Calif. 92373. (37/2x)

HONDA OR YAMAHA MECHANICS. Relocate in fast growing Eastern Oregon. Experienced only. Modern Shop. Salary open. Call Tom. (503) 567-8919 or (503) 567-6864. (37/4x)

Mechanic for Bill Krause H-D

In need of experience H-D motor-mechanic. The job will be what the right man makes of it. Will build to grow. Contact Jim Parkinson Bill Krause H-D 1257 S. La Brea, Inglewood, Calif. 91105. (37/3x)

Experienced mechanic

Commission mechanic in San Diego area. Guarantee salary — only experienced top notch mechanic looking for good income should apply. Closed Sat. and Sun. Call Tom or John at Honda Kaw. Lemon Grove (714) 460-0072. (38/TFN)

Wanted experienced Honda mech.

3 years experience on Hondas, commission, large quantity of work for fast mechanic. Contact Ontario Honda, 1170 Holt, Ontario, CA. (714) 983-0695 or (213) 331-7115. (29/TFN)

EXPERIENCED MECHANIC. Must know Honda and Jap two strokes. New shop A-1 equipment, lots of work. Marina Del Rey area. Mail Inquiries to Handy Cycle 12973 Washington Blvd., Los Angeles 90066. (37/2x)

Partsman or partsgirl

For Suzuki & BMW, immediately opening for experienced only. Top pay for top person. Please apply in person. Suzuki West, 8941 E. Valley Blvd., Rosemead, Calif. 91770. (36/TFN)

SUZUKI SHOP MGR/MECHANIC. New Santa Clara Valley dealership needs top man for top pay & benefits — 3 yrs. min. exp. Factory schools avail. — after 5:00 p.m. (805) 259-8925. (38/2x)

Parts person

Full or part time. Experienced preferred, 5 day week, good pay & benefits. 12451 Westminster, Santa Ana, Calif. 92703. (714) 531-0742. (38/3x)

Technical writer, motorcycles

Kawasaki is seeking a Technical Writer for the Technical Information Department. Applicants must be able to demonstrate writing skills, knowledge of technical subjects, photography and sketching. Technical assignment: create art and text for technical bulletins and owner's manual or service manual. Attractive starting salary and corporate benefits. If interested, please forward resume and starting salary to: Dave Student, KAWASAKI MOTORS CORP., U.S.A., 2009 E. Edinger, Santa Ana, CA. 92705. An Equal Opportunity Employer M/F. (38)

DISTRIBUTOR LOOKING for established dealer in San Diego area to handle Montesa line of motorcycles. Call (213) 766-6101. (38)

Wanted

Immediate opening for Sales Manager for Honda, Suzuki, Kawasaki, BMW dealership. Experienced only, excellent salary and benefits. Apply Fun Bike Center, 4689 Convoy St., San Diego, Calif. 92111 or call Liz (714) 278-6635. (38/2x)

'75 Penton 250 Enduro

Excellent condition. 1100 cowtrailing miles. A real steal at \$850.00. (415) 969-0239. (38)

Wanted TM400 Cases

1972 Suzuki TM400 Cases for the lower end + oil bottle. Can use the whole bottom part of motor. (503) 928-4296. (38)

Yamaha, 1975, Enduro 400. Commuter/never used in dirt. 5000 miles. Fantastic shape. Extras. \$700. (714) 993-7137 or 627-1859 eves. (38)

Motorcycle trailers

2, 3, or 4 rail. Big wheels, springs and shocks. \$275.00. (213) 630-3799 or (213) 862-8601. (32/TFN)

'75 KTM

350cc, Mikuni, Fox air shocks. \$1000. (213) 963-7881. (38)

'77 RM 125

3 mos. old, perfect condition, \$690. (714) 627-2943. (38)

XR 750 ROAD RACER, ex-factory, Rayborn, chassis with fairing, best offer or trade. R. Milburn, 2638 S. Oneida, Appleton, Wisc. 54911. (414) 739-9596. (38)

'72 NORTON 750cc, xInt. cond., \$850.00. '63 TRIUMPH 500cc chopper, \$700.00. '66 HONDA 300cc, \$300.00. '70 A.J.S. 250cc, like new, \$500.00. (213) 675-1541. (38)

'76 KTM 400

Low miles, excellent condition, VDO, works shocks, chain tens., skid plate, much more. Must sell, \$850.00. After 4 p.m. (714) 748-4309. (38)

RM 125A Suzuki

Excellent condition, Porky, Wrap Around, Al Baker, 520, Pro tensioner, FMF pipe. Ask for Randy. \$550/best offer. (213) 323-6015. (38)

Wanted Yam R5 350 parts

Need trick parts for old turkey. Call person-person, collect. Rusty Stiles (317) 888-7265. (38)

'75 RM 125

Never raced, excellent condition. Must sell to make car payments. \$425.00. (714) 593-5368. (38)

Trackmaster frame

For 650 Yamaha, all motor mounting equip. TT & 1/2 mile foot pegs & brake pedals. Comes with shocks, seat, rear fender & rear axle. Also 175 & 250 5 speed Ossa play bikes, maintained by factory trained mechanic. Frame \$300.00. 175 \$350.00. 250 \$400.00. Days (805) 763-1759, nites (805) 765-4519. (38)

1973 BULTACO Alpina, \$300. You won't find a better one. (714) 556-4339. (38)

Enduro ready Can-Am 175

VDO, 8 day clock, long travel Betors, gas Curnutts, new tires, lights, license, many extras, beautiful condition. Must see. (714) 968-0994. (38/2x)

Steens Hodaka

100cc, 5 speed motor, good running condition. Great kid's bike, \$125.00. (213) 325-0954. (38)

'77 XR75 pit bike

Great condition, 22mm carb, H-D spokes, airforks, 6 inches travel rear, Magura levers, D.G. air filter. \$385.00. Call after 5 p.m. if weekday (714) 992-5657. (38)

'73 Yamaha 125 MX

New top end, greenie till '78, excellent cond. \$275.00. (213) 343-2321. (38)

Business for sale

Leading Northern Calif. dirt bike and moped shop. KTM franchise, large mail order business, leading moped franchise, price includes inventory fixtures, shop tools, franchise rights, trade name, etc. Grosses \$150,000 annually — established 5 years — price \$25,000.00 firm. Interested parties write: 831 Broadway St., Hayward, CA 94544. (38)

'76 CR 125 Honda

Proto up pipe, Redline w/14 1/4 Fox Shox, runs fantastic, \$575. (213) 285-6084. (38)

HONDA XL350 '74, TORQUE PIPE, Curnutt shocks, plus all street equip. \$550. Call after 5 (714) 529-7866. (38)

1977 Maico 250

Ridden for 2 months only. Like new, Phase 2, new Fox shocks, quick throttle, new rear tire. Must sell for tuition. Fast and clean, \$1100.00. (213) 766-2752 or (213) 762-3597. (38/3x)

Custom-fit racing rearsets

To your size & riding position. Barnett cable replaces brake rod. Aircraft construction. Satisfactor guaranteed. \$60 & up. Starbiker. (213) 823-8528. (36/4x)

'77 Yamaha 250 YZD

Ridden 2 times, wife is expecting. Must sell, \$1025. (714) 871-7190. (38)

RICKMAN • RICKMAN • RICKMAN!

WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and Mk IV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (27/TFN)

Finisher pins

Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

Yamaha TR3 road racer

250, new cylinders, piston. Also new 350 barrels, pistons, hardware. Spare used 250, 350 cylinders, etc. Vesco fairing, assorted spares, not run since total rebuild, immaculate. \$1300, offers. Evenings, ask for Rick (214) 348-6004. (36/4x)

Going out for business

Must sell new KX125 & KX250 Kawasakis and 250 CZ End. Priced too low to advertise. Please call (213) 287-6160. (36/4x)

1977 IT 175 FORKS, NEW, \$125.00. (213) 887-0779. (38)

BSA 650 modern classic twin

1971 black frame, oil-in-frame Thunderbolt, single carb, clean and mellow, new paint/tires. \$750. (714) 232-4718. (38)

'76 Yamaha IT400 monoshock

Excellent condition. \$800 or best offer. (213) 540-1157. (38)

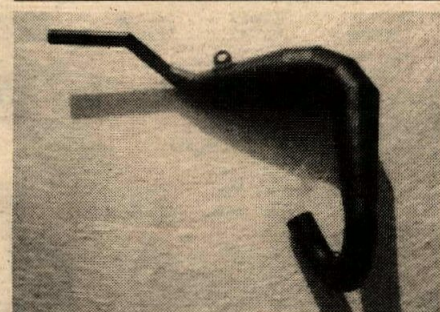
'76 HONDA A.T.C. 90, low mileage, immaculate condition, \$600.00. (213) 444-6962. (38)

RM 125 B, \$650

Heavy duty spokes, bronze swingarm bushings. (213) 863-1390. (38)

Two KTMs for prices of one!

Race ready 175cc, 1976 KTM. All extras such as Terry Kit, gas shocks, alum. bars, chain tensioner, 2 tanks, much more. Also included complete spare bike. \$650.00 for all (213) 325-0954. (38)



Closeout

Myerscough 125YZC and 125YZX expert high pipes, while they last, \$26.50. Call days 8-5 (408) 279-2307. (38/2x)

Roadracing your specialty?

So is ours! Information package \$1.00. Also applications now being taken for a wide variety of paid positions for the 1978 National Series. Call (215) 687-8422 or write WERRA — Racing Division, P.O. Box 513, Wayne, PA 19087. (37/3x)

13 ft. fiberglass sailboat (1975)

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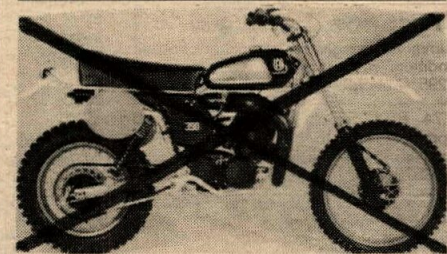
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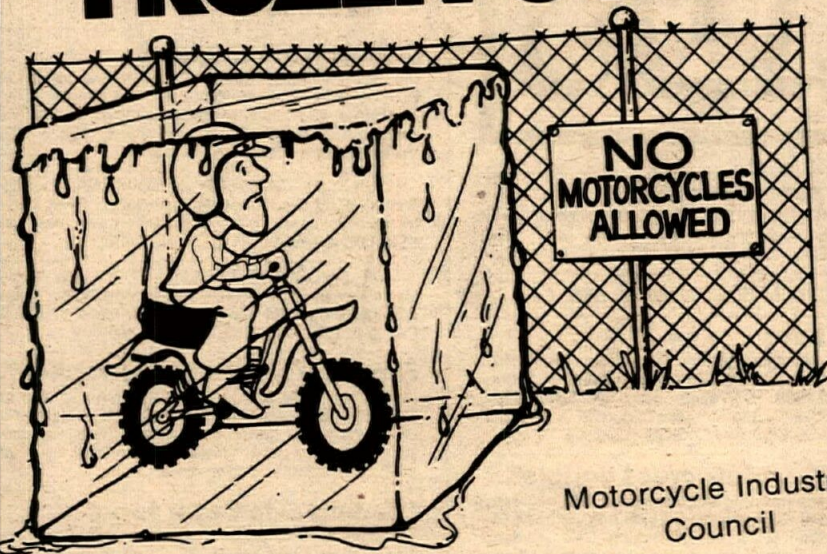
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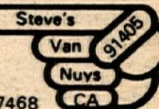
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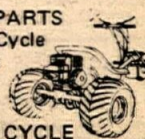
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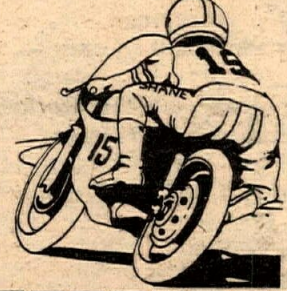
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Tripp-Cox Enterprises.....	10 & 11
Tu Gee Ent.....	33
Valerians.....	31
Vibra-Tite.....	31
Viva Dist.....	WA
Bill Walters Leathers.....	30
Yamaha of Corona.....	35
Yamaha of El Monte.....	WA
Yoshimura.....	5

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ADVERTISING BLANK
Each listing limited to 6-8 lines.

Dealer Name			
Address			
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☐ I am a Cycle News dealer, please bill my account.			
Send to Cycle News, PO Box 498, Long Beach, CA 90801			

HOOK & LADDER ENDURO



Thank You

In recognition and appreciation of your outstanding contribution towards the "Hook & Ladder Enduro," a successful fund-raising endeavor. Your efforts have made it possible to maintain the highest level of community involvement in behalf of the Los Angeles County, U.S.C., Burn Center. A warm and sincere thank you from the Pasadena Fire Department Women's Auxiliary.

Dick Layne
Project Director

A & E Systems — Santa Ana
Action Photographics — Riverside
All Star Lettering Co. — So. El Monte
American Safety Helmets — San Diego
Ancra — El Segundo
Armor-All Products — Newport Beach
Azusa Engineering, Inc. — Covina
Bardahl Mfg. Corp. — Seattle
Bassani Manufacturing — Anaheim
Bellflower Yamaha — Bellflower
Bell Helmets — Norwalk
Bell Motor Sports — Santa Fe Springs
Bel-Ray Company, Inc. — New Jersey
Don Betsworth — Torrance
Bushnell Optical Division — Pasadena
C.E.A. Motorcycle Club — Rosemead
California Aerial Circus Parachute Team — Long Beach
California City Discount Market-Lyman Rocks
California City Police-Fire and Merchants — California City
Cal-Mart Plating Co.-Lenny Vogel-Los Angeles
Can-Am Motorcycles — Minnesota
Castrol Oil, Inc. — New Jersey
Champion's Choice — Anaheim
Coleman Co., Inc. — Kansas
Crown of California Apparel — Los Angeles
Cycle Battery Supply — Santa Fe Springs
Cycle News — Long Beach
Cycle Rider — Torrance
D.M.G. — San Pedro
Daisey of California — S. Pasadena
Delano Fire Department
Mrs. Ann Delo — Alhambra
Desert Cycle Accessory — Westminster
Dick's Cycle West, Inc. — San Gabriel
Digitronics, Inc. — Garden Grove
Disston — S. El Monte
Dow Sound City — Pasadena
Ed's Cycle Shop — Los Angeles
Edwards Air Force Base — Mojave
Electrofilm, Inc. — No. Hollywood
El Monte Yamaha — El Monte
Endura of California — Alhambra

Flanders — Pasadena
Jack Froelich Trophies — Pasadena
K. Gee — Los Angeles
Graham Sheet Metal — No. Hollywood
Gumout/Penreco — Los Angeles
Hang Ten Int'l. — San Diego
The Hensley Co. — Pasadena
Hi-Torque Publications — Encino
Hondaline — Gardena
Husqvarna Motorcycle Co. — Tennessee
Inca Products — Santa Ana
International Racing Radio Crew — Reseda
Interpart — Gardena
J.T. Racing Imports — National City
Jacwal — Norwalk
Parnelli Jones — Torrance
Keepers — Woodland Hills
Kengro Enterprises — Santa Fe Springs
Lakeshore Motel — Isabella Lake
Lakewood Cycle — North Hollywood
Lockhart Industries, Inc. — Paramount
Lubrication Dynamics/Duralube-Pasadena
Maico West, Inc. — Burbank
Malibu Grand Prix
Mister T-Shirt — Sierra Madre
N-D Corp. — Cerritos
North Hollywood Ice — N. Hollywood
Othman Distributing Co. — San Luis Obispo
Pacific Parts & Instruments-No. Hollywood
Pennzoil Co. — Los Angeles
Preston Petty, Inc. — Oregon
Posa Enterprises, Inc. — Paramount
R.V. Enterprises — El Monte
Ralin Inc., Ambulance — Chatsworth
Revell, Inc. — Venice
Rice Motor Co. — El Monte
Rister Industries — Gardena
Dr. Andrew Roxby, M.D. — Pasadena
Santa Fe Springs Fire Dept.-Santa Fe Springs
Scott USA — Idaho
Service Search and Rescue — W. Covina
Shade Tree Accessory — Paso Robles
Shoei Safety Helmet Corp. — Los Angeles
Simon Says — Los Angeles
Skyway Recreation Products — Redding
South Bay Motorcycle — Redondo Beach
Sperex/VHT — Gardena

Sport Tracks Co. — Sylmar
Sta-Lube, Inc. — Compton
T & O Yamaha Sales & Service — Lomita
Target Products, Inc. — Alhambra
Temple City Kawasaki — San Gabriel
Terry Industries — Hesperia
Three Bond of America — Los Angeles
Thunder Mugs — Riverside
Torco Oil Co. — Santa Fe Springs
U.S. Suzuki — Santa Fe Springs
Valvoline Oil Co. — Santa Fe Springs
Vera's Leathers — Whittier
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Yamaha Parts Distributors, Inc.-Buena Park
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